

AMERICAN RAILROAD JOURNAL.

**STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.**

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXXIV., No. 7.)

SATURDAY, FEBRUARY 16, 1878.

[Whole No. 2,182, Vol. LI.]

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS:

Philadelphia, Wilmington and Baltimore R. R.	173
Philadelphia and Erie Railroad.....	173
United States Rolling Stock Co.....	173
Philadelphia and Reading Railroad.....	173
Pennsylvania Railroad.....	174
St. Louis, Vandalia and Terre Haute Railroad.....	174
Narrow Gauge Railways.....	175
British Railway Statistics.....	176
Canadian Pacific Railroad.....	177
Framingham and Lowell Railroad.....	177
The Pennsylvania Railroad in Maryland.....	177
Federal and State Securities.....	178
Railroad Earnings.....	179
Railroad and Canal Dividend Statement.....	180
Railroad Bond and Share Lists.....	181, 190
Lebanon Springs Railroad.....	196
Financial and Commercial Affairs.....	197
Metropolitan Underground Railway.....	200
Bonded Debt of South Carolina.....	200
Commerce of New York.....	200
Railways in Canada.....	200
Green Bay and Minnesota Railroad.....	201
Railroads of All Countries, January 1, 1877.....	201
St. Paul and Pacific Railroad.....	202

American Railroad Journal.

New York, Saturday, February 16, 1878.

Philadelphia, Wilmington and Baltimore Railroad.

The fortieth annual report of the Philadelphia, Wilmington and Baltimore Railroad Company has just been published. The earnings for the year were—\$2,761,055 47 on the main stem and Port Deposit branch; \$155,194 53 on the Southern Division, and \$2,211 88 (net.) on the Delaware Railroad, making the total earnings \$2,918,461 38. The operating expenses were \$1,663,441 75, leaving \$1,073,821 24 as the net earnings of the Company. Out of this was paid \$924,900 as dividends, and the remainder, \$148,921 24, was transferred to the renewal fund and revenue account.

The report states that there remains but about 14½ miles of iron track on the road, including the southern division, and this will be mostly relaid in steel in 1878-79. The work of replacing the old wooden bridge over the Susquehanna by

an iron one, which commenced in 1873, has gone steadily on. Of the thirteen spans constituting the structure, eleven have been changed to iron; one will be changed in 1878, and the draw (the remaining span) will not need reconstruction before 1879. The wooden bridge cost \$2,268,983 19, and its renewal in iron so far has cost \$449,877.

Philadelphia and Erie Railroad.

The annual report of the Philadelphia and Erie Railroad states that the gross receipts for the year 1877, were \$3,172,992 70, the expenses \$2,049,627 34, and the net earnings \$1,123,365 36—showing a decrease compared with the previous year: in gross earnings of \$179,986 47, in expenses of \$138,818 58, and in net earnings of \$41,167 89. The Sunbury and Erie 7 per cent. loan of \$1,000,000, maturing October 1, 1877, has been extended twenty years by agreement with the bondholders, and reduced to \$976,000. The report was ordered to be printed, and the meeting adjourned after electing board of managers, until May 16th next, to await the decision in the pending suit relative to the payment of interest on \$2,400,000 preferred stock held by the Pennsylvania Railroad Company. Interest upon this stock was paid at 8 per cent. up to and including January, 1875, but it is now claimed that holders of it are not entitled to dividends when they are not earned.

The election for managers resulted in the choice of the following gentlemen: Robert Thompson, Wistar Morris, Joseph W. Gaskill, A. J. Derbyshire, Samuel G. Thompson, Samuel G. Lewis, Strickland Kneass, J. N. DeBarry, Alex. Biddle and J. Alexander Simpson.

United States Rolling Stock Co.

At the annual meeting of the United States Rolling Stock Co., held in this city on the 11th inst., James B. Hodgkinson, Adrian Iselin, E. G. Fabbri and Jonathan Edwards were elected trustees for the ensuing year, and a dividend of ten shillings per share for the half year was declared, payable on the 1st proximo.

The annual report shows that the gross earnings for the past year are in advance of 1876 by \$13,426 46, but the net earnings, according to a former system of accounts, shows a decrease of \$10,779 56—a total difference of \$24,206 03 against

the present year. This difference is mainly due to increased taxes and legal expenses and losses by bad debts; the income account shows absolute net earnings of \$357,999 73, out of which a dividend of eight shillings per share was paid in August last, leaving \$254,949 73 to be still disposed of.

Philadelphia and Reading Railroad.

The Philadelphia and Reading Railroad Company have determined to make monthly comparative statements of gross receipts, tonnage and passengers, as well for the English as the home market. Below will be found the figures for the month of December last, as compared with those of the corresponding month in 1876:

Gross receipts:	Dec. 1877.	Dec. 1876.
Railroad traffic.....	\$1,206,484	\$798,106
Canal traffic.....	15,144	7,867
Steam colliers.....	63,601	40,281
Richmond coal barges.....	17,821	5,057
Total Railroad Co.....	\$1,804,008	\$846,313
Reading Coal and Iron Co.....	795,868	478,651

Total..... \$2,099,872 \$1,319,965

Tonnage and passengers:

Tons of coal on Railroad.....	647,727	418,082
Tons of merchandise.....	231,187	239,666
Passengers carried.....	522,026	523,360
Coal transported by steam colliers.....	47,842	30,512

Tons of coal mined:	
By Coal and Iron Company.....	361,829 198,411
By tenants.....	108,965 86,938

Total mined..... 470,794 285,350

This exhibit is as satisfactory as could be desired, there being a very large increase in every item except in those of merchandise and passengers, in which there is shown a slight diminution.

Louisville and Portland Canal.

The following rates of toll on the Louisville and Portland Canal, recommended by General Weitzel in his report for the year ending December 31, 1877, have been approved by the Secretary of War, and have gone into effect: Steamboat and model barges, 8 cents per ton; square barges, flats, coal boats, &c., 6 cents per ton; all empty square barges and coal boats, 5 cents per ton; small boats, \$4 each; rafts of logs, &c., measurement and rates the same as for coal boats; Boats be-

longing to or chartered by, the United States, free; towing, harbor rates; use of dredge, \$2 50 per ton; use of steam pump \$2 50 per hour; use of dry docks, \$15 for first day, and \$10 each subsequent day.

Pennsylvania Railroad.

Operations at the Altoona shops of the Pennsylvania Railroad Company, for the year 1877, were of a very extensive character. There were built nine new engines of class "H" and thirteen of class "C." There were repaired, at the same time, 224 engines. Of the locomotives damaged at Pittsburg, about fifty have been repaired, while twelve others of the same class were repaired at Harrisburg and Ronova. A large number of the engines damaged at Pittsburg were rendered utterly worthless and had to be sent to the scrap pile, and will be charged to the account of Allegheny county. One of the facts exhibiting the capacity of the Altoona shops was the erection of a large "Modoc" in forty-four hours, and it is claimed that with the force employed, with the machine power at hand, such an engine could be turned out, ready to draw a train, in a working day of ten hours. With the machinery in use, the wheels can be taken out of the superstructure of an engine in four-and-a-half hours.

St. Louis, Vandalia and Terre Haute R. R.

PASSAGE OFFICE,
Pittsburgh, Pa., January 5, 1878.

To the Stockholders of the St. Louis, Vandalia and Terre Haute Railroad Company:

GENTLEMEN: Your directors beg leave, respectfully, to submit herewith their report of the operations of the company during the fiscal year ending October 31st, 1877, and its financial condition at that date.

The earnings of your road during the year, as operated by the lessee were.....\$1,118,470 83

From which should be deducted the amount paid on account of division of earnings with Indianapolis and St. Louis R. R. Co.....\$77,708 49

Less amount received on account of division of earnings with other companies.....11,445 92

66,262 57

Total earnings on which rental is to be computed.....\$1,052,207 78

Thirty per cent of the preceding amount, being rental, is.....\$315,662 31

Add interest on city of Greenville bonds.....159 75

Total receipts.....\$315,822 06

The year's charges against this sum were:

Interest on 1st mortgage bonds.....\$182,980 00

Interest on 2d mortgage bonds.....182,000 00

Taxes.....31,971 45

Legal expenses.....2,866 48

Other general expenses.....2,487 24

851,757 17

Leaving a deficit for the year, and advanced by the lessee, of.....\$35,935 11

Add deficit to November 1, 1876, as shown by last report.....262,087 83

Total deficit, November 1, 1877.....\$298,022 44

Of this deficit, as stated in the last annual report, \$201,000 is composed of interest paid in 1874, on the income bonds, since exchanged for preferred stock.

The following statement will show the earnings in detail compared with last year:

	1877.	1876.
From freight.....	\$640,612 90	\$618,626 12
" passengers ..	372,539 87	399,788 13
" express	81,208 18	80,300 20
" mails.....	72,753 89	87,532 23
" miscellaneous ..	1,355 09	.....

Totals.....\$1,118,470 83 \$1,086,246 68

The increase in the freight earnings was wholly in the local business, the increase in this direction having been \$34,980 12, or 11.32 per cent.; there having been a decrease in the foreign or competitive freight of \$12,993 24, or 4.2 per cent. The increase in the local freight earnings was not commensurate with the largely augmented ton mileage amounting to 28.87 per cent., although it was about equal to the increase in the local tonnage; this latter having been 41,920 tons, or 11.24 per cent. The large addition to the local ton mileage, without a corresponding increase in the earnings therefrom, indicates that the average local rate must have been considerably reduced; this reduction was 13.63 per cent.; the average local rate in 1876 having been 2.33 cents per ton per mile, while in 1877 it was 2.01 cents, a reduction of 3.2 mills per ton per mile, equal, on the ton mileage, to \$54,788 34. The unwise and long continued competition during the greater portion of the fiscal year, between more or less all the east and west railroad lines, was the chief cause of the decline in the local freight rates; for, although the so called cutting of rates is ostensibly on what is known as the through business, it always affects more or less unfavorably the local rates besides. The average rate on the competitive business was reduced from 9.47 mills per ton per mile in 1876, to 8.85 mills in 1877, a reduction of 6.2 mills per ton per mile, or 6.55 per cent. The competitive tonnage increased 8,112 tons, or 3.89 per cent., and the ton mileage 2.48 per cent. Had it not been, therefore, that the average rate on this business was reduced below that of 1876, (which was very low) the earnings therefrom would have been increased \$20,768, instead of diminished \$12,993 24; the total loss in both classes of freight traffic having been \$74,788 31. The expenses would not necessarily have been increased, and therefore, this sum, had the average rates been equal to last year, would have increased by so much the net earnings; and would have nearly supplied the deficiency in meeting the interest on the company's funded debt, and the loss to the lessee in operating the road. This great evil of excessive competition among the leading railroads of the country is one, however, that seems inherent to the present morale of the system of conducting their business; and arises not so much from the lack of aggregate business, as from the necessities of particular companies overloaded with excessive debts or capitals, mainly the former, which find it imperative, in order to preserve their credit, to persistently endeavor by the secret lowering of rates to obtain more than their legitimate share, based on advantages of location, of the business offering.

The coal business of the road continues to show a satisfactory development. The total tons carried in 1877 were 252,986, against 223,860 in 1876, an increase of 29,126, or 12.01 per cent. The revenue, however, from this business increased in a greater proportion, owing to the fact of better rates therefor having been obtained. The coal revenue in 1877 was \$121,507 48, and \$103,106 34 in 1876, showing an increase of \$18,401 14, equal to 17.8 per cent. This increase was not as great as was expected, on account of the Wabash Railway Company having refused to join the other roads centering at East St. Louis in maintaining uniform rates. No additional mines have been opened during the year.

The zinc works established in the previous year have since been in full operation, and have given your road considerable business, both in the way of ore to them and the product carried eastward. They are regarded by the proprietor as a success.

Of the decrease \$27,248 26 in the passenger earnings \$16,462 68 occurred in the local, and \$10,785 58 in the foreign or competitive travel. There was a slight increase in the average rate received in both cases, equal to 1.13 mill per passenger per mile in the local travel, or 8.35 per cent., and 0.88 mill, or 1.34 per cent., in the competitive travel; but the average length of trips was considerably reduced, which, joined to a slight reduction in the number carried, resulted in the diminution noted in the earnings. In the local travel the number carried decreased 7,469, or 4.94 per cent., with a more than corresponding reduction in the passenger mileage amounting to 643,936, or 13.49 per cent.; while in the competitive travel there was an increase of 2,372, or 3.17 per cent., in the number carried, but a reduction in the mileage thereof equal to 6.22 per cent. Owing to a change since November 1, 1876, in the method of classifying the passengers, the increase shown in the foreign or competitive travel is more apparent than real. The aggregate diminution—5,197—is doubtless owing to the fact of the travel having been greatly stimulated in 1876 by the Centennial Exposition at Philadelphia, thus causing an unfavorable comparison with the results of the past fiscal year, which may be considered normal.

The following statement will show the comparative expenses of the lessee during the fiscal years of the company of 1876 and 1877.

	1877.	1876.
Conducting transp.....	\$202,166 54	\$245,158 52
Motive power.....	195,245 22	191,635 66
Maintenance of way..	340,554 25	281,675 76
Maintenance of cars...	82,656 01	72,363 73
General expenses.....	24,618 94	23,953 55

Totals.....\$845,140 96 \$814,682 22

The result to the lessee in the operating of your road during the year was as follows:

Total expenses, as above stated.....\$845,140 96

Percentage (70) of earnings allowed

in the lease for expenses.....736,545 45

Loss for 1877.....\$108,595 51

Loss for 1876.....71,229 10

Increase.....\$37,366 41

This sum is more than covered by the increased

expenses of maintenance of way, which include the expenditures for betterments, hereafter referred to.

The amount of earnings absorbed by expenses was 75 per cent. in 1876, and 75.56 per cent. in 1877, being an increase on this basis of 0.56 per cent. of earnings. On the basis of service performed, or mileage of trains, the expenses increased 0.76 per cent.; the cost in 1877 having been 93.3 cents per mile run, and 92.6 cents in 1876. It will be recollected, however, in judging of these expenses, that they include the amount expended by the lessee in the permanent improvement of the road, the cost of which is generally charged on new roads, or comparatively so, as additional construction.

The track is in fair condition. There were used in repairs during the year 70,697 cross ties, 1,698 tons of re-rolled iron rails, and 500 tons of steel rails. This is equivalent to relaying with new cross ties 26.8 miles of track, or 16.8 per cent. of the whole length of the road; and with new rails 23.3 miles of track, or 14.6 per cent. of the whole line. The lessee intends to increase hereafter the proportion of steel rails for repairs. At the present cost for steel, the use of iron at all in relaying the main line cannot be considered an economical measure. To put the track in the condition that the important position of the line demands, will require during the present year at least 5,000 tons of new rails.

New side tracks and extensions of old ones were made at different points, aggregating 9,410 feet, and old ones shortened 1,732 feet; the cost of all which was charged to expenses.

The total number of miles of track owned by

your company, and in use at the close of the year, was as follows:

Main Line between Indiana State	
Line and East St. Louis	158.30 miles.
Side tracks	25.53 "
Total	173.82 miles.

The equipment owned by your company and delivered to the lessee, and the amount now on hand by the lessee, will be shown by the following statement:

	Delivered to Lessee.	On hand Oct. 31, 1876.	On hand Oct. 31, 1877.
Engines	32	32	32
Passenger coaches	14	13	14
Baggage cars	8	8	8
Box freight cars	349	352	335
Stock cars	117	120	121
Platform cars	97	93	82
Coal cars	231	228	239
Caboose cars	16	15	15
Gravel cars	50	49	50
Wrecking cars	2	2	2
Tool cars	1	1	1
Totals	917	914	899

The lessee reports the motive power to be in better condition than at the close of the previous year, there having been considerable increase in the amount expended for repairs, especially of passenger engines.

It will have been noticed that the freight car equipment is still short 18 cars of the complement delivered to the lessee. It was hoped that the shortage of 3 cars at the close of the fiscal year of 1876 would have been made good during the past year, but it has increased 15 cars, 5 of which were destroyed in the riot at Pittsburgh in July last. It is believed to be only necessary to call the attention of the lessee to this matter to have it rectified.

Your attention is invited to the Balance Sheet and Income Account of the Treasurer, and to Statements Nos. 1, 2, 3 and 4 furnished by the lessee, showing the monthly earnings; tonnage, ton mileage and revenue therefrom; passengers, passenger mileage and revenue; cost per ton and per passenger per mile; mileage of trains; and earnings, expenses and net earnings per mile run by trains; all compared with the same period of 1876, and appended to this report. The increase in the business of the road, although not shown by these statements to be in so large proportion as that exhibited for 1876, still denotes a constant and healthy development; and there is no doubt it will continue, as the country contiguous to your road, and especially tributary to St. Louis, becomes more occupied by settlements and its resources developed. The local business is likely to be more permanent in its character than on many other roads in Illinois, owing to the fact that the crops raised are not confined to corn and its products, which, when there is a failure, results very unfavorably to the lines dependent thereon. The farmers in the locality that your road traverses are equally interested in the growing of wheat and like grains, and also in the grazing of cattle, thus diversifying the products for transportation, which in turn tends to mitigate the unfavorable effect that a failure in one crop generally produces.

No change has been made in the ordinary stock or funded debt of the company since the last report. The installments on subscribed stock reported as then due, \$6,399 90, still remain uncollected. There is little or no probability of this amount being received; the subscribers owing the largest part are insolvent, and others claim some kind of offset; while to all the statute of limitations gives a good defense, which those who have found it inconvenient to pay would doubtless avail themselves of.

There was issued to the lessee during the last fiscal year, \$98,000 of preferred stock, on account of betterments and additions made to the road

prior to November 1, 1875. There is still due on this account, \$1,018 17. The remainder of the floating liabilities are payable in cash, as follows:

Bills payable	\$24,733 34
Coupons due November 1, 1877	91,000 00
Coupons due prior and not presented	4,865 00
Due T. H. & I. R. R. Co. for old right of way claims paid	3,988 25
Due T. H. & I. R. R. Co. on lease account	66,637 69

Total.....\$191,224 28

No expenditures have been made during the year for additional construction and equipment. The payments appearing as additional charges on this account were in settlement of claims incurred prior to 1875. The betterments made to the road since have been included as part of the expenses in operating same, as before stated.

No change has taken place in the contested tax cases to which reference was made in the last annual report.

By order of the Board of Directors,

THOS. D. MESSLER, President.

INCOME ACCOUNT, October 31st, 1877.

Balance, November 1, 1876	\$262,087 33
12 months' interest on 1st mortgage bonds	182,930 00
12 months' interest on 2d mortgage bonds	182,000 00
Taxes	31,971 45
General expenses	4,855 72

Total.....\$613,844 50

Rental, being 30 per cent of gross earnings	\$315,662 31
Interest on City of Greenville bonds	159 75
Balance	298,022 44

Total, as above.....\$613,844 50

GENERAL ACCOUNT, October 31st, 1877.

Cost of road and equipment to November 1, 1876	\$8,310,500 94
Paid since to date, by lessee, on account of expenditures made prior to November 1, 1875	7,368 50
City of Greenville bonds	2,000 00
Due by Clark County	550 50
Cash	815 77
Income account balance	298,022 44

	\$8,619,258 15
Common stock	\$2,376,950 00
Installment paid on stock	6,365 70
Preferred stock	1,544,700 00
First mortgage bonds	1,829,000 00
Second mortgage bonds	2,600,000 00
Bills payable	24,733 34
Coupons past due, not presented	4,865 00
Coupons due	91,000 00
Due T. H. & I. R. R. Co. for construction	1,018 17
Due T. H. & I. R. R. Co. for right of way claims paid	3,988 25
Due T. H. & I. R. R. Co. for rent account	66,637 69

Total.....\$8,619,258 15

W. H. BARNES, Treasurer.

Articles of association of the Kansas City and Eastern Railroad Company have been filed with the Secretary of State of Missouri at Jefferson City; capital stock \$625,000. The directors are: S. S. Jackson, of Jericho, N. Y.; E. H. Allen and Keyser Coates, of Kansas City; Logan O. Swope, William McCoy and John S. Pendleton, of Independence, Mo.; and Thomas Mott, of North Hemstead, N. Y. This new narrow gauge railroad is to extend from Lexington to Booneville, and will be a continuation of the Kansas City, Wyandotte, and Northwestern Railway, now run-

ning from Kansas City to Lexington. The length is to be 125 miles, of which 43 is built and being operated.

Narrow Gauge Railways.

In a paper by Jules Moran, director in the Memoirs de la Société des Ingénieurs Civils (translation reprinted in Van Nostand's Magazine), the following table is given, showing the extent to which the narrow gauge railway system has been adopted throughout the world:

	Open to traffic, Miles.	In construction, Miles.
Great Britain	26	
France	433 1/2	89 1/2
Algiers	20 1/2	155 1/2
Belgium	77	
Norway	192 1/2	
Sweden	163	
Russia	208 1/2	16 1/2
Austro-Hungary	52 1/2	
Prussia	20	
Italy	7 1/2	
Island of Sardinia	18	
Switzerland	22	
Greece	5 1/2	
India	820 1/2	1,902
Australia	328	
New Zealand	244	
Cape of Good Hope	67	
Canada	457	873
United States	2,010	7,552
Central America	37 1/2	155
Peru	17 1/2	
Chili	118	
Bolivia		155
Brazil	20	411
Java	34	

The constructors of narrow gauge railways have adopted almost every conceivable variety of gauge between 1 foot 6 inches and 4 feet.

James River Valley Railroad.

A bill is before the Virginia Legislature proposing the construction of a railroad along the valley of the James river from Clifton Forge, on the Chesapeake and Ohio railroad, to Richmond, Va. Mr. Cyrus H. McCormick, of Chicago, a former Virginian, is one of the corporators. It proposes to construct the railway without aid from corporations and counties, and to construct it without imposing upon any community deprivation of the means of transportation to market during its construction. It also proposes to guarantee the prompt completion of the road.

The Burlington, Cedar Rapids and Northern Railroad company have recently received two new passenger coaches, manufactured by the Ohio Falls Car Co. The cars are warmed by a heating apparatus connected with the stoves at each end of the car, and pipes extending on each side of the car underneath the seats. At each seat is a register, by means of which passengers can regulate the amount of heat desired for themselves. This company has also recently purchased four new engines.

The officers of the Chicago and Pacific Railroad company, recently elected, are: T. S. Dobbins, President; W. L. Pease, Vice President; George S. Bowen, Secretary and Treasurer; J. B. Wilcox, Solicitor. The gross earnings of the road last year were \$183,268 83. The operating expenses were \$110,466 18, leaving a net profit for the year of \$63,797 65. The company operates ninety miles of road.

British Railway Statistics.

Synopsis of the Railway Returns of the Board of Trade for the year ended December 31, 1876, covering the three grand divisions of the United Kingdom separately and in the aggregate.

England & Wales.	Scotland.	Ireland.	United Kingdom.
Authorized capital: £	£	£	£
Shares and stocks.....449,973,593	71,595,107	27,527,005	549,095,705
Loans & debenture stocks.....161,438,942	21,130,250	10,137,630	192,706,822
Total authorized capital.....611,412,535	92,725,357	37,664,635	741,802,527
Paid-up capital:			
Ordinary.....216,207,544	29,560,892	16,240,447	262,008,883
Guaranteed.....70,272,152	10,185,909	321,610	80,779,671
Preferential.....117,704,236	24,070,572	6,363,513	148,128,321
Total shares and stocks.....404,183,932	63,817,873	22,915,579	490,916,875
Loans.....18,393,426	11,561,444	2,597,545	32,552,415
Debenture stocks.....122,254,601	7,388,591	5,152,294	134,745,486
Total loans and debenture stocks.....140,648,027	18,900,035	7,749,839	167,297,901
Total capital paid up.....544,831,959	82,717,408	30,665,409	658,214,776
Subscriptions to other companies.....19,948,604	1,467,369	355,102	21,771,075
Railway open: Miles.	Miles.	Miles.	Miles.
Double or more.....7,591	1,063	515	9,169
Single.....4,398	1,063	1,642	7,703
Total.....11,989	2,726	2,157	16,872
Rolling stock: No.	No.	No.	No.
Locomotives.....10,958	1,508	558	12,994
Carriages for passengers.....22,757	3,211	1,223	27,191
Other vehicles in passenger trains.....8,741	1,160	584	10,485
Goods wagons.....272,816	72,916	10,389	356,121
Other carriages and wagons (n. o. d.).....9,263	1,130	327	10,730
Total carriages, wagons, etc.....313,577	78,417	12,533	404,527
Passenger traffic: No.	No.	No.	No.
1st class passengers.....38,802,841	4,693,843	1,862,382	44,859,066
2d class passengers.....58,949,892	3,319,741	4,208,562	66,478,195
3d class and Parliamentary.....383,686,658	31,078,957	11,285,319	426,050,034
Total passengers.....480,939,391	39,991,641	17,356,263	538,287,295
Seasonal and periodical tickets.....545,656	26,481	22,290	394,427

Analytical Exposition of the aggregate accounts of the Railways in the United Kingdom for the years ended December, 1869 and 1876, comparatively, and from 1869 to 1876 yearly, both years inclusive.

I.—ANALYSIS OF THE CAPITAL ACCOUNT.

(Railway open—in 1869, 15,145, and in 1876, 16,872: increase, 1,727 miles or 15.34 p. c.)

CLASSES.	1869.	1876.	Increase.	Decrease.
	Amount.	Proportion.	Amount.	Rate.
Shares and stocks—Ordinary.....	226,788,133	43.72	262,008,883	39.79
Guaranteed.....	25,203,671	4.86	80,779,671	12.26
Preferential.....	180,553,989	25.16	148,128,321	22.51
Loans.....	101,729,398	19.61	32,552,415	4.94
Debenture stocks.....	34,504,570	6.65	134,745,486	20.50
Total investment.....	518,779,761	100.	658,214,776	100.
Capital per road-mile.....	34,254	....	39,012	11.53

2.—ANALYSIS OF THE TRAFFIC ACCOUNT.

(Railway open—in 1869, 15,145, and in 1876, 16,872: increase, 1,727 miles or 15.34 per cent.)

TRAFFIC RETURNS.	1869.	1876.	Increase.	Decrease.
	Amount.	Proportion.	Amount.	Rate.
Passenger traffic.....	18,811,504	44.06	26,163,551	42.05
Goods traffic.....	22,263,817	32.15	33,754,317	54.25
Rents, tolls, steamers, etc., etc.....	1,620,606	3.89	2,297,907	3.70
Gross receipts.....	42,695,927	100.	62,215,775	100.
Working expenditures.....	20,780,078	48.67	33,535,509	53.90
Net receipts.....	21,915,849	51.33	28,680,266	46.10
Net receipts to paid up capital.....	2,819	4.22	3,689	4.33
Gross receipts per road mile.....	2,819	....	3,689	....
Gross receipts per train mile.....	5s. 2½d.	....	5s. 6¼d.	....

Goods traffic:	Tons.	Tons.	Tons.	Tons.
General merchandise.....	46,347,375	6,733,166	2,908,145	55,988,686
Minerals.....	100,412,568	22,019,974	612,041	123,044,583
Freight not classified.....	26,931,795	.....	.....	26,931,795
Total goods.....	173,691,738	28,753,140	3,520,186	205,965,064
Train mileage:	Miles.	Miles.	Miles.	Miles.
Passenger.....	89,532,620	10,361,594	6,024,707	105,918,921
Goods and minerals.....	89,275,438	14,023,736	2,840,153	106,139,327
Mixed trains.....	1,338,765	1,421,008	893,718	3,653,491
Total train mileage.....	180,146,823	25,806,338	9,758,578	215,711,739
Gross receipts:	£	£	£	£
Passenger, 1st class.....	3,816,103	481,976	268,192	4,566,271
do. 2d class.....	3,121,985	229,392	307,739	3,659,116
do. 3d class, etc.....	11,624,235	1,379,901	611,825	13,615,961
Season, etc., tickets.....	1,060,705	111,648	44,030	1,216,383
Total passenger traffic.....	19,623,028	2,202,917	1,281,786	23,057,731
Parcels, luggage, carriages, etc.....	2,076,490	237,115	104,452	2,418,057
Mails.....	459,675	117,211	107,647	684,533
Total from passenger trains.....	22,162,423	2,557,243	1,443,885	26,163,551
Merchandise.....	16,008,503	1,980,201	996,381	18,935,090
Live stock.....	836,372	173,038	221,538	1,230,948
Minerals.....	11,496,849	1,948,395	74,969	13,520,213
Total goods traffic.....	28,341,729	4,119,700	1,292,888	33,754,317
Rents, tolls, steamers, etc.....	1,972,167	288,148	37,592	2,297,907
Receipts from all sources.....	52,476,319	6,965,091	2,774,365	62,215,775
Working expenditures:				
Way, works, etc.....	5,464,368	793,804	432,481	6,693,653
Motive power.....	7,199,637	896,378	368,535	8,437,550
Carriages and wagons.....	2,246,026	355,554	114,253	2,716,833
Traffic expenses.....	8,446,725	986,737	355,521	9,788,983
General charges.....	1,179,173	139,450	74,079	1,327,724
Rates and taxes.....	1,096,404	130,789	67,915	1,295,108
Government duty.....	669,467	58,749	.....	728,216
Personal injuries, etc.....	237,201	25,330	7,335	319,866
Damage and loss of goods.....	280,017	24,036	10,896	323,949
Law and Parliamentary expenses.....	229,194	25,472	13,158	267,824
Steamer, canal and harbor expenses.....	962,483	95,212	5,085	1,062,780
Miscellaneous (n. o. s.).....	433,504	90,482	21,892	545,878
Total working exp.....	28,466,366	3,597,993	1,471,150	33,535,509
Net receipts.....	24,009,953	3,367,098	1,803,215	28,680,266
Prop. of working exp.....	64.24 p. c.	51.66 p. c.	53.03 p. c.	53.90 p. c.
Net receipts to capital.....	4.41 p. c.	4.09 p. c.	4.25 p. c.	4.36 p. c.

3.—ANALYSIS OF THE CAPITAL AND TRAFFIC ACCOUNTS.
(Covering the fiscal years 1869 to 1876, both years exclusive.)

YEARS.	Railway		Total length.	Capital cost.		Gross receipts.		Working expenses.		Net receipts.	
	Single track.	Double or more.		Capital of all classes.	P. road mile.	Total amount.	Prop. p. mile.	Total amount.	Prop. of earnings.	Total amount.	Prop. to capital.
	M.	M.		£	£	£		£	p. c.	£	p. c.
1869			15,145	518,779,761	34,254	42,695,927	2,819	20,780,078	48.67	21,915,849	4.22
1870			15,537	529,908,673	34,106	45,078,143	2,901	21,715,525	48.17	23,362,618	4.41
1871	7,038	8,338	15,376	552,561,551	35,943	48,802,780	3,174	23,152,830	47.99	25,789,920	4.66
1872	7,302	8,512	15,814	569,047,546	35,984	53,255,510	3,367	26,277,640	49.34	26,977,870	4.74
1873	7,395	8,687	16,082	588,320,308	36,574	57,742,000	3,590	30,752,848	53.26	26,989,152	4.59
1874	7,800	8,749	16,549	609,895,931	37,078	59,255,715	3,602	32,612,712	55.04	26,643,003	4.37
1875	7,760	8,898	16,658	630,223,494	37,833	61,237,000	3,674	33,220,728	54.25	28,016,272	4.45
1876	7,703	9,169	16,872	658,214,776	39,612	62,215,775	3,687	33,585,509	53.90	28,680,266	4.30

* Miles constructed; miles open not stated.

† Ten lines report 96 miles of 3d track and eleven 184 miles of 4th or more track.

Canadian Pacific Railroad.

A dispatch dated Omaha, Neb., says that Senator Cornwall, of British Columbia, and Messrs. Roscoe and Dewdney, Members of the House of Commons, from Victoria and Yale, passed through there on the 9th inst. on their way to the Canadian Parliament, and then adds:

They are prepared to push the building of the Canadian Pacific road, which was promised to British Columbia when it became a part of the Dominion of Canada, but which has been deferred. Surveys have been completed for the entire line. A practicable pass, but 360 feet high, has been found through the Rocky Mountains, and it is proposed to make Burrard Inlet the western terminal point coming down Fraser River. The road will have its eastern terminus near Fort William on Lake Superior, will pass through Assiniboine City, touch the headwaters of the Milk River and pass in the neighborhood of the fiftieth degree of latitude. Pending the tardy action of the Canadian government capitalists in the Northwest have taken hold of the matter and contracts are already let for about four hundred miles.

Framingham and Lowell Railroad.

At the annual meeting of the stockholders of this company, held in South Framingham, Mass., on the 7th inst., the following gentlemen were elected directors for the ensuing year: Wm. D. Peck, Sterling; William F. Ellis, Ashland; E. P. Carpenter, Foxboro; George A. Torrey, Boston; James W. Clarke, Framingham; S. B. Rogers, Sudbury; Ralph Warner, Boston; Jacob Nichols, Lowell; S. N. Aldrich, Marlboro; Messrs. Warner, Nichols and Aldrich being new members of the Board. The report of the directors was submitted, and is as follows:

Since the last adjourned special meeting of the stockholders of the Framingham and Lowell Railroad Company, held December 28, 1877, the Directors, through a committee of their board, have conferred with a committee from the board of directors of the Boston, Clinton and Fitchburg and New Bedford Railroad in regard to the matter of differences in accounts between the two corporations and are pleased to report to the stockholders that after a thorough examination of the accounts they have come to an agreement for a basis of settlement. First it was determined what the actual indebtedness of the Framingham and Lowell Railroad was on the first of April, 1872, the date the lease of the Framingham and Lowell Railroad to the Boston, Clinton and Fitchburg went into effect which was found to be \$224,380 10. To provide for the payment of this indebtedness the Framingham and Lowell Railroad issued eight per cent. coupon notes having ten years to run, to the amount of \$250,000, upon which was realized the sum of \$210,444 43, which reduced the above mentioned indebtedness of \$224,380 10 to the sum of \$13,935 67. In making up the balance of this account the charge made by the Boston, Clinton and Fitchburg Railroad on account, under the lease, are not allowed or taken into the account, but simply such actual cash payments for inter-

est, and other purely corporation items and expenses as were made by the Boston, Clinton and Fitchburg as herewith set forth, with interest on the same at the rate of 7 per cent. per annum, to which they are entitled as per terms specified in the lease.

These items are as follows and are added to the balance of indebtedness of \$13,935 67:

Nine sets of coupons paid on the \$150,000 issue of September coupon notes Oct. 1, 1872, including October, 1876 \$54,000 00
Interest on these payments to Feb. 1, 1878, at 7 per cent. 8,820 00
Seven sets of coupons paid on \$100,000 issue of 8 per cent. coupon notes August 1, 1873, including August 1, 1876. 28,090 02
Interest on these payments to February 1878. 3,920 00
Land damage claims paid by the B. C. and F. R. R., amounting to \$24,826 21, upon which interest is allowed to Feb. 1, 1878, at 7 per cent. 4,062 47
General corporation expenses paid. 13,079 54
Interest on same to Feb. 1, 1878. 1,720 82

Making a total of. \$127,538 50

To which amount is to be added 8 per cent. notes, amounting to \$40,000, held by the B. C. F. and N. B. Railroad, making the total amount of their claims \$167,538 50, to which claim there can be no question as to the validity of it.

The ledger account shows a balance in their favor of \$100,979 05, to which add the 8 per cent. notes of \$40,000 held by them and add the bills payable of the Framingham and Lowell Railroad of \$204,500, upon which the B. C. F. and N. B. Railroad are indorsers, making a total of \$345,479 05, the amount of their claim October 1, 1877.

It is agreed upon the present basis of settlement that their claim against the Framingham and Lowell Railroad shall be \$175,000, thereby setting aside and cancelling the entire indebtedness as shown in their favor in the previous figures of \$315,479 05. This is regarded by your directors as a very desirable settlement to be effected. The conditions connected with this basis of adjustment are that the stockholders of the Framingham and Lowell Railroad shall surrender four-fifths of the capital stock held by them and that the creditors shall consent to take at par the stock thus surrendered in payment of their claims against the corporation. The B. C. F. and N. B. Railroad agreeing if this part of the plan be assented to by the stockholders to take their proportion of the stock thus surrendered in payment of their claims of \$175,000 they to receive 1750 shares of the stock. The holders of the balance of the 8 per cent. notes, amounting to \$210,000, in becoming a party to this settlement would in the aggregate receive 2100 shares of the surrendered stock and the indebtedness of the corporation would be extinguished and the cost of the road stand at about \$1,000,000; \$500,000 in first mortgage bonds and \$511,000 in stock; provided the stockholders adopt and carry out this plan, the claim of \$175,000 due the Boston, Clinton, Fitchburg and New Bedford Railroad, and all the other indebtedness of the corporation; As there are many stockholders

owning less than five shares the following ratio for surrendering is recommended: stockholders holding 1 share not to surrender it; 2 shares surrender 1; 3 surrender 2; 4 surrender 3; 5 surrender 4; 6 surrender 5; 7 surrender 6; 8 surrender 6; 9 surrender 7; 10 surrender 8; 11 surrender 9; 12 surrender 10; 13 surrender 10; 14 surrender 11. The whole number of shares is 5110; four-fifths of which is 4088.

The directors having carefully considered various plans for the settlement of the indebtedness of the company, have decided unanimously to recommend to the stockholders and to the creditors the adoption on this method, as by so doing it stops all interest, settles the entire indebtedness and saves the road from bankruptcy, in which event the stock would be entirely worthless. We would recommend immediate action as we fear if the matter is delayed the road will be compelled to go into bankruptcy. If this plan is adopted and meets with the support of the stockholders and creditors, the one fifth of stock which is left to the stockholders will in the opinion of your directors be worth more than the whole five-fifths can be made to be worth by the adoption of any other plan of adjustment known to them.

The report was accepted and the stockholders voted to accept the plan as recommended.

The Pennsylvania Railroad in Maryland.

The Cumberland Allegan says "that the late decision of the court will not affect the construction of the new railroad or retard its building. The company anticipated the result, and had made provisions for it. The decision will be respected in every particular, and the interests of the road are in nowise damaged. The road has gone thus far, and it is not likely that minor opposition will retard its progress. We still expect to see the Pennsylvania Railroad in Maryland the connecting link between Cumberland and the East and in competition with the Baltimore and Ohio road."

The directors of the Providence and Worcester Railroad Co., recently elected, are: William S. Slater, Paul Whitin, Henry Chapin, Gideon L. Spencer, Elijah B. Stoddard, Lyman A. Cook, Estus Lamb, John C. Whitin, George A. Leete, Eben B. Phillips, John R. Balch, Moses B. I. Goddard, Amos D. Lockwood, Frederick Grinnell and Joseph E. Davis.

A bill has been introduced in Congress by Senator Maxey for extending the Galveston and San Antonio Railroad to El Paso via Fort Clark by a subsidy of fifteen thousand dollars per mile. A junction is to be formed at El Paso with the Southern Pacific Railroad of California.

The Buckfield and Rumford (Me.) Railroad Company has been appointed receiver of the old Portland and Oxford Central Railroad, and will commence at once active operations in repairing the road.

NATIONAL AND STATE SECURITIES.

National Securities, Feb. 1, 1876.						Amounts outstanding.						Interest.						Payable.						When Payable.						Market Price.					
						Rate.						Payable.						PAY-ABLE.						Market Price.											
Loan of June 14, 1858.....registered						\$260,000						5						Jan. & July.						1874						100					
Loan of February 8, 1861.....registered						15,525,000						6						Jan. & July.						1880						106					
Oregon War Bonds of March 2, 1861.....coupon						948,000						6						Jan. & July.						1881						106					
Loan of July 17, and Aug. 8, 1861.....registered						124,296,600						6						Jan. & July.						1881						106					
Loan of March 3, 1863.....registered						63,029,750						6						Jan. & July.						1881						106					
Loan of March 3, 1863.....coupon						53,621,400						6						Jan. & July.						1881						106					
Loan of March 3, 1864 (5-20s).....registered						21,078,600						6						May & Nov.						1884						106					
Loan of June 30, 1864 (5-20s).....registered						49,217,000						6						May & Nov.						1884						106					
Loan of March 3, 1864 (5-20s).....coupon						67,886,210						6						Jan. & July.						1885						103					
2d series (5-20s).....registered						99,460,150						6						Jan. & July.						1885						103					
3d series (5-20s).....coupon						211,217,050						6						Jan. & July.						1885						103					
4th series (5-20s).....registered						15,773,500						6						Jan. & July.						1885						103					
5th series (5-20s).....coupon						21,691,800						6						Jan. & July.						1885						103					
Loan of March 3, 1864 (10-40s).....registered						142,555,250						6						Mar. & Sept.						1904						107					
Consols of July 14, '70 & Jan. 20, '71, registered						222,396,800						6						F. M. A. & N.						1881						104					
Funded Loan of 1891.....registered						121,123,360						4						M. J. S. & D.						1891						106					
Funded Loan of 1907.....registered						51,078,300						4						J. A. J. & O.						1907						101					
Debt matured and without interest.....(var.)						11,699,629						3						Due.						1907						102					
Navy Pension Fund of July 23, 1863.....(cur.)						14,000,000						3						Irred.						1907						102					
Pacific R. Bonds (registered).....(currency)						64,622,512						6						Jan. & July.						96-99						119					
United States Notes.....						849,178,921						6																							
Fractional Currency.....						17,471,929						6																							
State Securities, latest dates.																																			
Alabama—(\$21,670,810):																																			
.. Bonds (old), extended.....						2,582,300						6						May & Nov.						88-92						40					
.. Bonds (new), 1866, '68, '72 and '73.....						2,212,700						5						Jan. & July.						86-93						40					
.. Bonds (new), 1874.....						341,000						7						" "						1894						5					
.. R. R. Loans (\$2,300,000) & endorsements.						15,061,000						6						" "						90-91						5					
Arkansas—(\$12,738,086):																																			
.. Bonds (Funding), 1869 and 1870.....						3,060,000						6						Jan. & July.						1899						25					
.. Levee bonds (warrants), 1871.....						1,460,000						7						" "						1900						25					
.. Deficiency Bonds, 1872.....						300,000						7						" "						1882						25					
.. Bonds (for \$2,500,000), 1874.....						1,400,000						7						" "						1893						25					
.. Railroad Aid bonds, 1869 and 1870.....						5,600,000						7						April & Oct.						1900						5					
California—(\$3,897,500):																																			
.. Civil (S. F.) bonds, 1857 and 1860.....						11,500						7						Jan. & July.						77-80						100					
.. Relief Fund bonds, 1863.....						95,500						7						" "						1883						100					
.. State Capitol bonds, 1870 to 1872.....						500,000						7						" "						1885						100					
.. Funding bonds, 1873.....						2,901,000						6						" "						1893						100					
Connecticut—(\$5,014,000):																																			
.. War Loan bonds (10-20 yrs), 1861.....						508,000						6						Jan. & July.						1881						106					
.. War Loan bonds (20 yrs), 1863 and '64.....						2,195,500						6						" "						88-84						106					
.. War Loan bonds (10-30 yrs), 1864.....						668,500						6						April & Oct.						1894						106					
.. War Loan bonds (20 yrs), tax free, 1865.						1,741,100						6						" "						1895						106					
Delaware—(\$1,351,000):																																			
.. State bonds to railroads, etc.....						1,231,000						6						Jan. & July.						1884						100					
District of Columbia—(\$12,780,000):																																			
.. Improvement (gold) bonds, 1872.....						4,000,000						6						Jan. & July.						1892						100					
.. Improvement (cur.) bonds, 1873.....						790,000						7						" "						1893						100					
.. Funding bonds, 1874, (guar. by U. S.).....						13,745,250						6.63						Feb. & Aug.						1924						77					
Florida—(\$6,431,767):																																			
.. State bonds, 1871.....						350,000						7						Jan. & July.						1891						100					
.. Consolidated (gold) bonds of 1875.....						509,200						6						" "						1903						100					
.. Loan (J. P. & Mob. R.R.) gold bonds, 1870						4,000,000						8						" "						1890						100					
Georgia—(\$1,545,500):																																			
.. Bonds, act Feb. 27, 1864.....						900,000						6						Feb. & Aug.						78-86						97					
.. Bonds, act March 12, 1866.....						3,600,000						7						Jan. & July.						1886						105					
.. Bonds (gold), act Sept. 15, 1870.....						2,068,000						7						J. A. J. & O.						1889						105					
.. Bonds, act Jan. 18, 1872.....						307,500						7						May & Nov.						1892						104					
.. Bonds, act Feb. 19, 1873.....						900,000						8						April & Oct.						78-86						104					
.. Bonds, act Feb. 24, 1875.....						542,000						7						Jan. & July.						1896						104					
.. Bonds, act Feb. 19, 1877.....						2,298,000						6						May & Nov.						1889						100					
Illinois—(\$1,639,045):																																			
.. Interest bonds, 1847.....						940,445						6						Jan. & July.						1878						100					
.. Refunded Stock bonds, 1859.....						320,000						6						" "						var.						100					
.. Chicago Relief bonds, 1871.....						250,000						6						May & Nov.						1881						100					
Indiana—(\$910,000):																																			
.. Temporary Loan bonds, 1873.....						910,000						7						April & Oct.						1876						100					
Iowa—(\$648,000):																																			
.. War and Defense bonds, 1861.....						300,000						7						Jan. & July.						1881						100					
Kansas—(\$1,336,175):																																			
.. Funding & c. bonds 1863 to 1864.....						101,176						6						Jan. & July.						83-84						100					
.. Bonds (various) 1866 to 1869.....						889,000						7						" "						76-99						100					
.. Military loan bonds, 1864 to 1869.....						346,000						7						" "						84-90						100					
Louisiana—(\$21,099,100):																																			
.. Treasury Relief bonds, 1853.....						735,000						6						Jan. & July.						1893						55					
.. Levee bonds, 1866.....						1,000,000						6						Various.						1886						55					
.. Levee bonds, 1867.....						3,992,000						6						May & Nov.						1907						55					
.. Levee bonds, 1870.....						2,966,000						6						Mar. & Sept.						1875						55					
.. Funding (coupon) bonds, 1866.....						722,100						6						Jan. & July.						86-88						55					
.. Funded (floating debt) bonds, 1870.....						2,821,000						6						May & Nov.						1910						55					
.. Penitentiary bonds, 1869.....						497,000						7.3						Mar. & Sept.						1909						55					
.. Miss. & Mex. Gulf Ship Canal bonds, '69						389,000						6						Various.						1890						100					
.. Railroad Aid (various) bonds.....						2,335,000						6						Various.						72-76						100					
.. Railroad Loan (var.) bonds, 1869 to 1871.						4,750,000						6						Various.						90-91						100					
.. Consolidated Funding bonds, 1874.....						951,854						7						Jan. & July.						1914						54					
Maryland—(\$11,005,019):																																			
.. Bonds to R. R. and Canals.....						5,004,129						6						J. A. J. & O.						1890						97					
.. Bonds to R. R. and Canals.....						889,536						6						" "						1890						103					
.. Defense and Bounty bonds 1864 to 1868.						2,233,533						6						Jan. & July.						1883						109					
.. State Loan bonds, 1870 and 1874.....						995,471						6						" "						86-89						100					
Maine—(\$7,988,400):																																			
.. Civil (var.) bonds, 1857 to 1861.....						171,000						6						Various.						75-78						104					
.. War and Bounty bonds, 1863 and 1864.....						1,832,500						6						Various.						90-89						112					
.. Equalization (Municipal) bonds 1868.....						5,038,900						6						April & Oct.						1889						100					
Massachusetts—(\$29,465,204):																																			
.. Lunatic Hospital Loan, 1874.....						650,000						6						Jan. & July.						1894						100					
.. Harbor Land Improvement bonds, 1874						400,000						6						" "						1894						110					
.. Back Bay Land bonds, 1861 and 1862.....						220,000						6						May & Nov.						1880						107					
.. Union Defense Loan, 1861.....						1,850,000						6						Jan. & July.						75-76						116					
.. Union Defense Loan, 1862.....						50,000						6						June and Dec.						77-78						109					
.. Coast Defense Loan, 1863.....						888,000						6						Jan. and July.						1883						111					
.. Bounty Fund Loan, 1863 and 1864.....						8,380,244						6						" "						1894						110					
.. War Fund Loan, 1869.....						992,944						6						" "						1899						100					
.. Troy & Greenfield R.R. & Tunnel Loan.						10,971,992						6						Various.						88-94						100					
.. B. H. & Erie R. R. Loan.....						3,599,020						6						Jan. & July.						1900						100					
Michigan—(\$1,664,000):																																			
.. Renewal Loan bonds, 1868.....						105,000						6						" "						1878						100					
.. Two Million Loan bonds, 1863.....						1,032,000						6						" "						78-83						103					
.. War Bounty Loan bonds, 1865.....						366,000						7						May & Nov.						1890						113					
Minnesota—(\$2,755,000):																																			
.. State Buildings Loan, 1867 to 1869.....						250,000						7						Jan. & July.						77-79						100					
.. State Buildings Loan, 1873, coupon.....						230,900						7						" "						83-89						102					
.. Railroad Aid bonds, 1858, (repudiated).						2,275,000						7						" "						1887						100					
Missouri—(\$17,539,000):																																			
.. State Debt Proper, 1865 and 1868.....						439,000						6						" "						81-91						105					
.. Consolidation bonds, 1866.....						2,727,000						6						" "						1888						105					
.. Funding Bonds, 1874.....						1,100,000						6						" "						94-96						107					
.. Railroad Aid bonds, 1858-'66.....						15,885,000						6						" "						79-87						104					
.. State Institution bonds, 1872 to 1874.....						508,000						6						" "						92-94						100					
Nevada—(\$160,000):																																			
.. Bonds funding floating debt, 1871.....						160,000						10						Mar. & Sept.						1881						100					
New Hampshire—(\$3,519,100):																																			
.. War Loan Bonds, of 1861.....						213,000						6						Jan. & July.						77-78						102					
.. War Loan Bonds, of 1864.....						6																													

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1875.....	68,659	78,410	104,061	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,530,359
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,651	248,133	265,593	297,958	325,793	204,447	2,486,582
1877.....	134,564	136,350	189,130	200,681	189,915	185,731	187,142	255,572	275,042	342,532	335,078	231,500	2,663,828
1878.....													
Burlington, Cedar Rapids and Northern:													
1877.....	165,411												
1878.....	73,964												
Central Pacific:													
1875.....	963,939	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,535,235	1,553,014	1,567,622	1,615,974	1,513,836	1,338,909	17,021,015
1876.....	994,339	1,017,304	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,576	1,888,066	1,675,532	1,424,317	18,146,944
1877.....	1,170,615	961,000	1,242,000	1,416,000	1,575,000	1,391,000	1,365,000	1,385,000	1,420,535	1,696,000	1,597,000	1,347,000	16,676,107
1878.....	1,125,000												
Chicago and Alton:													
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,233	489,019	395,779	369,311	4,656,764
1876.....	305,597	346,850	358,527	364,000	423,645	451,033	403,671	510,795	524,244	522,868	367,898	374,351	4,960,529
1877.....	338,907	333,459	346,308	338,095	321,255	362,522	310,160	483,256	473,323	447,782	392,845	334,764	4,483,558
1878.....	613,770												
Chicago and Northwestern:													
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,725	1,030,037	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,592	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,297
1876.....	898,842	854,627	944,450	919,978	1,090,753	1,232,407	1,015,993	986,683	1,182,830	1,403,993	1,117,349	909,641	12,467,544
1877.....	721,024	714,116	804,556	688,895	930,914								
Chicago, Mil. & St. Paul:													
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,255,744
1876.....	527,546	517,112	567,644	650,961	819,563	877,693	685,270	569,775	645,831	817,359	765,230	610,288	8,054,171
1877.....	375,553	405,000	469,000	515,000	606,000	689,000	556,000	677,000	1,180,000	1,183,000	929,000	669,600	8,116,460
1878.....	706,000												
Clev. Col. Cin. & Ind.:													
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,556	4,857,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,605
1875.....	277,140	265,239	301,666	304,424	303,689	288,947	291,356	306,105	393,550	364,739	367,295	333,698	3,774,217
1876.....	296,258	329,331	299,675	297,526	315,950	320,783	263,177	335,995	367,601	333,398	282,631	234,343	3,676,459
Denver and Rio Grande:													
1877.....	43,270												
1878.....	60,015												
Hannibal & St. Joseph:													
1875.....	94,532	116,296	138,779	147,439	125,890	122,455	113,131	153,669	154,634	172,911	169,639	151,709	1,661,473
1876.....	142,969	156,111	174,335	148,573	141,289	141,426	138,087	171,381	187,575	188,976	178,401	158,812	1,927,933
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,910	211,917	220,000	174,749	136,492	2,014,867
Illinois Central:													
1873.....	602,241	597,429	680,759	553,912	635,459	742,600	684,940	769,749	884,485	797,121	636,039	703,692	8,268,325
1874.....	593,998	517,674	561,793	586,962	672,234	692,416	637,454	711,960	758,536	838,307	688,943	680,435	7,900,791
1875.....	591,031	491,691	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,608	773,092	679,434	7,802,556
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	466,493	460,839		447,409			458,707		754,264				
Kansas Pacific:													
1877.....	180,240												
1878.....	198,640												
Lake Shore & Mich. South'n:													
1874.....	1,569,750	1,363,355	1,491,280	1,518,123	1,373,678	1,335,319	1,235,931	1,414,819	1,532,602	1,569,497	1,335,892	1,365,986	17,145,136
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,196
1876.....	1,097,273	1,095,529	1,193,734	1,179,899	1,178,639	1,142,238	1,020,615	1,197,992	1,350,984	1,318,194	1,192,314	1,051,777	13,949,171
Michigan Central:													
1877.....	464,052												
1878.....	543,877												
Mo., Kan. & Texas:													
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	263,208	291,627	305,144	300,534	295,738	2,904,925
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	324,856	296,466	3,217,277
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,631	274,184	256,021	3,174,320
1878.....	217,029												
Missouri Pacific:													
1877.....	265,903												
1878.....	294,811												
Philadelphia and Reading:													
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,347	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	695,453	1,066,632	1,468,807	1,857,429	1,375,639	968,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,964	1,438,733	998,090	11,240,891
1876.....	619,631	553,201	696,430	1,323,978	1,312,267	970,455	922,449	1,110,772	1,227,469	1,386,199	1,166,628	846,313	12,135,793
St. Louis, I. Mt. & South'n:													
1873.....	145,834	152,054	224,449	207,627	254,987	216,223	200,575	223,714	244,967	238,199	209,623	221,248	2,529,538
1874.....	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	350,660	355,000	3,244,071
1875.....	250,790	281,911	275,910	264,560	275,147	294,631	228,241	283,957	333,776	398,604	429,765	497,650	3,802,948
1876.....	327,190	312,116	295,000	273,002	264,900	252,643	252,821	274,160	354,914	437,901	450,333	486,300	2,980,501
1877.....	377,203	352,407	350,000	291,108	304,000	304,300	292,468	362,600	401,700	512,200	452,946	523,100	4,496,217
1878.....	389,400												
St. Louis, Kans. C. & North'n:													
1875.....	208,088	196,155	243,591	220,692	188,083	178,332	153,497	248,836	246,624	263,240	235,176	265,536	2,636,701
1876.....	246,536	288,879	271,230	234,002	237,354	228,720	216,915	255,688	290,601	338,508	282,511	261,177	3,137,271
1877.....	240,043	250,100	250,352	264,438	237,175	171,856	193,991	302,026	321,180	347,940	313,333	256,695	3,150,477
1878.....	264,289												
Toledo, Peoria and Warsaw:													
1875.....	71,437	61,809	72,805	74,809	70,592	77,963	89,402	113,018	125,894	127,167	123,980	116,763	1,411,732
1876.....	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,038	137,978	101,075	98,065	1,190,469
1877.....	78,571	90,579	84,220	90,113	85,011	80,009	74,359	191,274	112,225	115,167	92,086	90,697	1,109,660
1878.....	130,466												
Union Pacific:													
1873.....	523,975	491,784	708,256	881,266	1,007,831	939,863	676,833	837,277	1,068,937	1,170,596	970,660	758,823	10,266,104
1874.....	620,715	607,990	687,086	834,954	910,065	902,981	850,143	1,042,515	1,063,993	1,141,938	1,000,598	897,159	10,553,830
1875.....	674,930	630,397	918,963	1,095,814	1,273,235	1,042,534	1,088,983	1,015,469	1,155,944	1,266,929	1,037,593	902,159	11,991,872
1876.....	664,987	697,138	873,351	1,054,188	1,201,955	1,154,315	978,781	1,363,176	1,306,966	1,365,509	1		

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.	18,500,000	J. & J.	July '77 31	Little Miami.	5,871,450	quarterly	Dec. '77 2	Vermont and Mass.	1,200,000	A. & O.	Oct. '77 21
Atlanta and West Point.	1,232,200	J. & J.	July '77 4	Little Schuylkill.	2,646,100	J. & J.	Jan. '78 31	Ware River.	750,000	J. & J.	Jan. '78 31
Atlantic and Gulf.	2,693,200	—	—	Long Island.	5,000,000	M. & S.	May '78 10	Warren (N. J.).	1,800,000	A. & O.	Oct. '77 31
Atlantic and St. Law.	786,476	M. & N.	Nov. '78 31	Louisv. Cin. and Lex.	1,623,483	J. & J.	July '69 3	Warwick Valley.	225,000	A. & O.	Apr. '72 2
Avon, Genesee & Mt. M.	2,225,000	A. & O.	Jan. '75 —	— pref. 100	848,700	F. & A.	Jan. '74 1	Westchester & Phil. pref.	821,300	J. & J.	Jan. '78 4
Baltimore and Ohio.	13,151,922	M. & N.	Nov. '77 3	Louisville & Nashville.	9,003,418	F. & A.	Feb. '78 1	West Jersey.	1,559,750	F. & A.	Aug. '77 3
Washington Br.	1,650,000	A. & O.	Apr. '76 5	Louisv. N. Alb. & Ohl.	9,000,000	J. & D.	Dec. '70 3	Winchester & Potomac.	180,000	J. & J.	Jan. '78 2
Barkshire.	320,500	quarterly	Apr. '77 12	Cowell and Andover.	500,000	J. & J.	Jan. '78 31	Winchester & Strasburg.	500,000	J. & J.	Jan. '78 31
Bloomburg & Corning.	250,000	J. & D.	Dec. '72 31	Lowell and Lawrence.	200,000	A. & O.	Jan. '77 31	Worcester and Nashua.	1,789,800	J. & J.	July '79 2
Boston and Albany.	20,000,000	M. & N.	Nov. '77 4	Lykens Valley.	600,000	F.M.A.N.	Aug. '75 21				
Bos. Cin. & Fitchburg.	1,172,600	—	—	Macon and Western.	2,500,000	J. & J.	July '75 5	HORSE-POWER R. R.			
Agricultural Br. guar.	60,000	J. & D.	June '78 3	Manchester and Law.	1,000,000	M. & N.	Nov. '77 5	Albany City.	110,300	—	—
Bost. Oone. & Mont.	600,000	M. & N.	Nov. '77 3	Marquette & Cincinnati.	1,408,912	—	—	Baltimore City.	1,000,000	J. A. J. O.	Jan. '78 4
Boston and Lowell.	3,220,000	J. & J.	Jan. '78 31	— 1st pref. 50	1,330,719	M. & S.	Sep. '66 3	Balt. Cat. & Hl. Mills.	25	J. & J.	Jan. '78 4
Boston and Maine.	9,221,274	M. & N.	Nov. '77 3	— 2d pref. 50	440,368	M. & S.	Sep. '66 3	Boston and Chelsea.	110,000	A. & O.	Oct. '77 4
Boston and Providence.	4,000,000	M. & N.	Nov. '77 3	Massachusetts.	400,000	F. & A.	Feb. '78 2	Broadway (Brooklyn).	800,000	J. A. J. O.	Oct. '77 3
Attleborough Branch.	131,700	J. & J.	Jan. '78 31	Memphis & Charleston.	5,312,725	J. & D.	Jan. '69 3	Broadw. & 7th Av. (N.Y.).	2,100,000	J. & D.	July '77 3
Bost. Ryers B. & Lynn.	850,000	quarterly	Dec. '76 2	Michigan Central.	18,788,204	J. & J.	Jan. '78 4	Brooklyn City.	2,000,000	F.M.A.N.	Nov. '77 3
Buffalo, N. Y. and Erie.	960,000	J. & D.	Dec. '77 31	Mill Creek & Minehill.	323,375	J. & J.	Jan. '78 5	Brooklyn City & Newt.	600,000	J. & J.	July '70
Camden and Amboy.	5,347,800	quarterly	Jan. '78 21	W. Hill & Schuyl. Hav.	3,556,450	J. & J.	Jan. '78 31	Brooklyn and Jamaica.	488,100	—	—
Camden and Atlantic.	377,400	quarterly	Oct. '77 2	Mobile and Montgomery.	2,794,800	—	Feb. '78 21	Bushwick (Brooklyn).	309,000	J. & J.	July '71 31
— pref. 50	838,311	quarterly	Oct. '77 2	Morris and Essex.	15,000,000	J. & J.	Jan. '78 31	Cambridge.	824,300	A. & O.	Oct. '77 4
Camden & Burl. Co.	381,928	J. & J.	Jan. '78 3	Mt. Carbon & Pt. Carbon.	282,350	J. & J.	Jan. '78 6	Can. Park, N. & E. Ry.	1,068,400	A. & O.	Oct. '76 2
Orpe May and Millville.	447,000	J. & D.	Dec. '76 8	Nashua and Lowell.	800,000	M. & N.	Nov. '77 2	Citizens' (Phl.).	500,000	J. & J.	Jan. '77 10
Catawba & Foggess.	426,900	Novemb.	Nov. '71 6	Nashville and Decatur.	1,529,000	J. & D.	Dec. '76 3	Citizens' (Phg.).	200,000	M. & N.	Nov. '71 7
Catawba.	1,159,500	—	—	Nash. Chat. & St. Louis.	6,756,258	A. & O.	Apr. '77 11	Coney Island & Brookl.	600,000	—	—
— pref. 50	2,200,000	M. & N.	Nov. '77 31	Neauehoning Valley.	2,000,000	J. & J.	Jan. '78 6	Continental (Phila.).	180,000	M. & N.	Nov. '77 21
— 2d pref. 50	1,000,000	M. & N.	Nov. '77 31	Newark and N. York.	977,400	J. & J.	Jan. '78 31	D. Dock, E. B'dw. & Bat.	1,200,000	F.M.A.N.	Aug. '77 2
Cayuga and Susq.	489,110	J. & J.	July '77 4	N. Castle & Beaver Val.	1,800,000	quarterly	Oct. '77 21	Eighth Avenue (N.Y.).	1,000,000	J. & J.	July '77 6
Cedar Rapids & Mo. R.	6,860,400	F.M.A.N.	Feb. '78 1	N. Haven & Northamp.	605,000	quarterly	Oct. '74 3	Elizabeth and Newark.	200,000	—	—
— pref. 100	760,000	F. & A.	Feb. '78 31	New Jersey.	7,295,300	quarterly	Jan. '78 21	42nd St. & G. St. Ferry.	748,000	M. & N.	Nov. '77 31
Central of Georgia.	7,600,000	J. & D.	June '74 4	New London Northern.	1,418,800	quarterly	Oct. '77 2	Frankf. & Southw. (Ph.).	491,750	J. & J.	Jan. '77 3
Central of New Jersey.	20,000,000	quarterly	Apr. '78 21	N.Y. Cen. & Hudson R.	89,428,380	quarterly	Jan. '78 2	Germantown (Ph.).	1,700,000	J. & J.	Jan. '77 5
Central Ohio.	2,425,000	J. & J.	Jan. '78 2	New York and Harlem.	8,500,000	J. & J.	Jan. '78 4	Girard College (Ph.).	500,000	J. & J.	Jan. '77 3
— pref. 50	400,000	J. & J.	Jan. '78 2	— pref. 100	1,500,000	J. & J.	Jan. '78 4	Grand St. and Newton.	170,000	J. & J.	July '71 2
Central Pacific.	54,275,500	A. & O.	Oct. '77 4	N. Y., N. H. & Harf.	15,500,000	J. & J.	Jan. '78 5	Green & Coates St. (Ph.).	500,000	J. & J.	Jan. '78 2
Chenue.	880,000	quarterly	Jan. '77 11	N. Y., Provid. & Boston.	2,500,000	quarterly	Feb. '78 21	Heston, Mantau & Fairm.	2,050,000	J. & J.	Jan. '76 11
Cheshire, preferred.	2,155,300	J. & J.	Jan. '77 1	Nig. Bridge & Canard.	1,000,000	J. & J.	July '77 3	Highland.	290,000	M. & N.	Nov. '77 4
Chicago and Alton.	10,068,400	M. & S.	Sep. '77 31	North Carolina.	1,000,000	irregular.	Jan. '73 3	Lomb. & South St. (Ph.).	105,000	A. & O.	Oct. '71 6
— pref. 100	2,428,400	M. & S.	Sep. '77 31	N. Eastern (S. C.) pref.	95,000	M. & N.	May '67 4	Lynn and Boston.	200,000	—	—
Chicago, Bari. & Quincy.	27,598,242	M. & S.	Mar. '78 4	North Pennsylvania.	3,378,156	F. & A.	Feb. '78 21	Malden and Melrose.	200,000	—	—
Chicago, Iowa & Nebraska.	9,916,200	J. & J.	Jan. '78 5	Northern Central.	5,842,000	—	Apr. '76 3	Metropolitan (Boston).	1,500,000	J. & J.	Jan. '78 4
Chi. Mil. and St. Paul.	15,399,251	A. & O.	Dec. '70 7	Northern New Hampshire.	6,688,400	J. & D.	Dec. '77 21	Middlesex (Boston).	400,000	M. & N.	Nov. '77 3
— pref. 100	12,274,483	A. & O.	Dec. '78 31	Northern New Jersey.	1,000,000	J. & J.	July '74 4	Ninth Avenue (N. Y.).	197,320	—	—
Chicago & N. Western.	14,904,000	J. & D.	Dec. '77 31	Norwich and Worcester.	2,004,400	J. & J.	Jan. '78 5	Orange and Newark.	282,555	—	—
— pref. 100	21,486,653	J. & D.	Dec. '77 31	Ogdensh. & L. Champ.	2,077,000	J. & J.	July '76 2	Philadelphia City.	750,000	J. & J.	Jan. '77 21
Chicago, R. I. & Pacific.	25,000,000	quarterly	Feb. '78 2	— pref. 100	2,000,000	A. & O.	Oct. '77 4	Philadelphia and Darby.	200,000	J. & J.	July '71 2
Cin. Ham. & Dayton.	5,800,000	A. & O.	Apr. '78 4	Ohio and Mississippi.	20,000,000	quarterly	Mar. '75 31	Phila. and Grey's Ferry.	284,775	J. & J.	Jan. '78 2
Cin. Sand. and Cleve.	50,080,550	—	—	— pref. 100	4,030,000	J. & D.	Mar. '75 31	Pbg. Alleg. & Manchester.	200,000	M. & N.	Nov. '76 8
— pref. 50	412,150	M. & N.	Nov. '77 3	Old Colony.	783,800	J. & J.	Jan. '78 3	Second Avenue (N. Y.).	1,199,500	J. A. J. O.	Oct. '77 2
Clev. Col. Cin. & Ind.	14,991,275	F. & A.	Feb. '76 3	Owego and Syracuse.	4,824,400	F. & A.	Aug. '77 41	Second & Third St. (Ph.).	942,100	J. & J.	Oct. '76 3
Cleveland & Mahoning.	2,007,560	M. & N.	May '77 31	Panama.	7,900,000	quarterly	Feb. '78 3	17th & 19th streets (Ph.).	500,000	J. & J.	July '74 2
Cleveland & Pittsburg.	11,236,150	quarterly	Mar. '78 1	Peterson and Hudson.	632,000	J. & J.	Jan. '78 41	Sixth Avenue (N. Y.).	750,000	M. & N.	Nov. '77 5
Columbus and Xenia.	1,786,800	M. & S.	Dec. '77 3	Peterson and Newark.	250,000	J. & J.	Jan. '78 4	Third Avenue (N. Y.).	2,000,000	F.M.A.N.	Nov. '77 21
Colum. & Hooking Val.	2,600,000	F. & A.	Feb. '78 4	Peterson and Ramapo.	248,000	J. & J.	Jan. '78 4	13th & 15th street (Ph.).	1,000,000	J. & J.	Jan. '78 21
Concord.	1,600,000	M. & N.	Nov. '77 5	Pemb. & Hightstown.	342,150	J. & J.	Jan. '78 3	23d street (N. Y.).	600,000	J. & J.	July '77 31
Concord and Ports.	850,000	J. & J.	Jan. '78 31	Pennsylvania.	68,870,200	quarterly	May '77 11	Somerville (Boston).	98,000	M. & N.	Nov. '77 3
Conn. & Passump. Riv. I.	2,175,700	F. & A.	Feb. '78 2	Peoria & Bureau Val.	1,200,000	F. & A.	Aug. '77 4	South Boston.	450,000	quarterly	Jan. '78 2
Connecticut River.	2,100,000	J. & J.	Jan. '78 4	Philadelphia and Erie.	5,004,300	J. & J.	Aug. '77 4	Union (Boston).	374,800	J. & J.	Jan. '78 3
Cumberland Valley.	1,292,950	J. A. J. O.	Oct. '77 21	— pref. 50	2,400,000	J. & J.	Jan. '76 4	Union (Phila.).	400,000	J. & J.	Jan. '78 4
— 1st pref. 50	241,900	A. & O.	Oct. '77 21	Phil. Gor. & Norristown.	1,626,250	M. & S.	Dec. '77 3	West Philadelphia.	400,000	J. & J.	July '77 10
— 2d pref. 50	243,000	A. & O.	Oct. '77 4	Philadelphia & Reading.	32,726,378	quarterly	Jan. '76 21				
Danbury and Merwair.	600,000	—	—	— pref. 50	1,551,800	quarterly	Jan. '76 21	CANALS.			
Delaware.	1,230,950	J. & J.	July '77 8	Phila. and Trenton.	1,259,100	quarterly	Jan. '78 21	Chesapeake & Delaware.	1,983,583	J. & D.	June '75 2
Del. Lackaw. & Westin.	28,500,000	quarterly	July '78 21	Phila. Wil. & Balt.	11,561,250	J. & J.	Jan. '78 21	Chesapeake and Ohio.	8,229,594	—	—
Detroit & Milwaukee.	32,140	—	—	Pittsb. Ft. W. & Ohl.	19,714,288	quarterly	Jan. '78 11	Delaware Division.	1,633,350	F. & A.	Aug. '77 4
— pref. 50	2,095,000	J. & D.	Dec. '76 7	— Special Imp. 100	5,504,298	quarterly	Jan. '78 11	Delaware and Hudson.	20,000,000	F. & A.	Aug. '76 4
Dequage & Sioux City.	5,000,000	A. & O.	Oct. '77 2	Pittsfield & N. Adams.	450,000	J. & J.	Jan. '78 2	Delaware and Raritan.	5,847,400	quarterly	Jan. '78 21
East Pennsylvania.	50,180,300	J. & J.	Jan. '78 3	Portland and Keamebec.	616,700	J. & J.	Jan. '78 3	Erie of Pennsylvania.	64,000	—	—
East Mahanoy.	392,950	J. & J.	Jan. '77 21	Yarmouth certificates.	202,400	A. & O.	Apr. '75 3	Lehigh Coal & Navigat.	10,548,550	J. S. D. M.	Sept. '76 11
East Tenn. Va. & Ga.	1,068,274	A. & O.	Apr. '76 3	Port. Sauc. & Portam.	1,500,000	J. & J.	Jan. '78 3	Monongahela Navigat.	1,003,500	J. & J.	July '76 4
Eastern (Mass.).	4,997,000	J. & J.	July '78 3	Providence & Worcester.	2,000,000	J. & J.	Jan. '78 2	Morris (consolidated).	1,025,000	F. & A.	Feb. '77 2
Eastern (N. H.).	492,500	J. & J.	July '78 3	Raleigh and Gaston.	1,600,000	J. & J.	July '71 6	— (preferred).	1,175,000	F. & A.	Feb. '77 5
Elmira, Jct. & Canand.	500,000	F. & A.	Aug. '74 21	Rensselaer & Saratoga.	6,000,000	J. & J.	July '77 4	Pennsylvania.	4,387,950	—	—
Elmira & Williamsport.	500,000	M. & N.	Nov. '77 2	Richmond & Petersb.	1,008,000	J. & J.	Jan. '78 2	Schuyl. Nav. (common).	1,908,207	F. & A.	Aug. '77 0c.
— pref. 50	500,000	J. & J.	July '77 31	Roch. & Genesee Val.	556,200	—	July '75 —	— (pref.) 50	2,888,977	F. & A.	Aug. '77 10c.
Erie Railway.	78,000,000	—	—	Rome, Watert. and Ogd.	2,998,900	J. & J.	July '75 3	Susq. and Tide Water.	2,002,748	—	—
— pref. 100	8,698,910	—	—	Rutland preferred.	4,168,700	F. & A.	Feb. '76 31	Union.	2,907,850	—	—
Erie and Pittsburg.	50,100,250	quarterly	Nov. '77 11	St. Croix and Penobscot.	100,000	J. & J.	July '71 2				
Fitchburg.	4,000,000	J. and J.	Jan. '78 3	St. L. Alt. & T. Haute.	2,300,000	—	—	MISCELLANEOUS.			
Georgia.	4,200,000	J. and J.	Jan. '77 3	— pref. 100	2,481,400	F. & A.	Feb. '78 2	Adams Express.	12,000,000	quarterly	Sept. '77 2
Granite Railway.	250,000	J. and J.	July '76 4	St. L. I. Mt. & South'n.	14,248,950	F. & A.	Feb. '74 3	American Coal.	25	M. & S.	Sept. '77 21
Great Western (O.).	19,287,404	A. and O.	Apr. '74 11	St. L. Kan. O. & North.	12,000,000	—	—	American Express.	18,000,000	J. & J.	Jan. '78 11
Hannibal & St. Joseph.	9,168,700	F. and A.	Aug. '70 31	— pref. 100	12,000,000	—					

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.
				When.	Where.							When.	Where.		
Adirondack:								Blue Ridge (R. Car.):							
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....		1st Mort. guar. by State (gold)	4,000,000	7	Jan. & July.	Charleston.	1899		
Alabama and Chattanooga:								Boston and Albany:							
1st Mortgage, guar. by Ala.	5,200,000	8	Jan. & July.	New York.	1889	....		Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	110	
Receiver's Bonds	1,300,000	7	"	"	"	....		Loan of 1875	2,000,000	6	Jan. & July.	"	1895	100	
Alabama and Georgia:								Boston, Clinton and Fitchburg:							
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....		1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85	
Alabama Central:								1st Mortgage (Equalization)	300,000	7	"	"	1889	92	
1st Mortgage	1,800,000	8	Jan. & July.	New York.	1901	....		1st Mortgage (Consolidation)	232,000	7	"	"	1890	96	
Albany and Susquehanna:								Equipment Mortgage	570,000	8	Apr. and Oct.	"	1881	80	
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	109		Boston, Concord and Montreal:							
2d Mortgage	2,000,000	7	April & Oct.	"	"	1885	96	Sinking Fund Mortgage	624,000	6	Jan. and July.	Boston.	1889	93	
3d Mortgage	253,000	7	May & Nov.	"	"	1881	90		1,241,000	7	Apr. and Oct.	Boston.	1893	100	
Albany Loan	938,000	8	"	"	"	1895	...		346,000	6	"	"	1893	...	
Cohsol. M. (guar. by D. & H. Co.)	1,698,000	7	April & Oct.	"	"	1906	...	Consol. Mortgage for \$2,000,000.							
Alexandria and Fredericksburg:								Boston, Hartford and Erie:							
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	...		1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	...	
Allegheny Valley:								1st Mortgage (Bordell)	15,000,000	7	Jan. and July.	New York.	1900	11	
General Mortgage	3,967,000	7.5	Jan. & July.	New York.	1896	106		1st Mortgage, guar. by Erie	5,000,000	7	"	"	1900	13	
Special Mortgage to Penn.	3,500,000	6	January.	Harrisburg.	1900	89		Mass. L. (sec'd by \$4,000,000 Bcr.)	3,600,000	7	"	"	1900	...	
1st M., E. Erie, guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	89		Boston and Lowell:							
Funding Income (traffic guar.)	5,402,900	7	"	"	Pittsburg.	1894	38	Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	101	
American Central:								Bonds of 1872 for \$1,000,000	999,500	7	"	"	1892	109	
1st Mort. guar. by C., B. & Q.	338,000	7	Jan. & July.	New York.	1878	100		Bonds of 1875	500,000	7	Mar. and Sept.	"	1893	108	
Andrews:								Bonds of 1876	425,000	6	Jan. and July.	"	1890	101	
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	...		Boston and Maine:							
Arkansas Central (narrow gauge):								Bonds of 1893 (coup. and reg.)	3,200,500	7	Jan. and July.	Boston.	'95-'94	110	
1st Mortgage	1,200,000	7	Jan. & July.	Lond. or Ama.	1891	...		Boston and New York Air Line:							
Ashtabula, Youngstown & Pitts.								1st mortgage	500,000	7	Feb. and Aug.	New York.	1893	101	
1st Mortgage	1,500,000	7	April & Oct.	New York.	1901	...		Bonds to purchase P. W. & B. R. R.	500,000	7	Jan. and July.	Boston.	1903	108	
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	...		Brunswick and Albany:							
Atchison and Nebraska:								1st Mort. (gold) end. by G. A. T. R.	3,600,000	6	Apr. and Oct.	New York.	1900	...	
1st Mortgage	3,760,000	8	March & Sept.	Boston.	1896	21		2d Mort. sinking fund gold	2,350,000	7	"	"	1893	...	
Atchison, Topeka and Santa Fe:								Buffalo, Bradford and Pittsburg:							
1st Mortgage (gold)	7,041,000	7	Jan. & July.	New York.	1899	90		General Mortgage	580,000	7	Jan. & July.	New York.	1896	...	
Land Grant Mortgage (gold)	3,369,900	7	April & Oct.	Boston.	1900	84		Buffalo, Corry and Pittsburg:							
1st Mort. (Wichita Br.) traf. guar.	412,000	7	Jan. & July.	"	1902	...		1st Mortgage	700,000	7	Jan. and July.	New York.	1886	...	
Pottawatomie Land Grant	468,000	7	May & Nov.	N. Y. or Bos.	1879	...		Buffalo and Erie:							
Consol. Second Mort. (gold)	3,294,000	7	April & Oct.	"	1903	49		Mort. bonds (as'd by L. S. & M. S.)	200,000	7	Jan. and July.	New York.	1882	...	
Land Income bonds (gold)	478,000	12	Jan. & July.	Boston.	....	...		Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	...	
Atlanta and Richmond Air Line:								Mort. bonds (" ")	2,856,000	7	Apr. and Oct.	"	1899	110	
1st Mortgage (guar. by Georgia)	4,248,000	8	Jan. & July.	New York.	1900	50		Buffalo and Jamestown:							
Atlantic and Great Western:								Mortgage	1,000,000	6	.....	New York.	1902	...	
1st Mortgage (gold)	14,922,200	7	Jan. & July.	N. Y. or Lond.	1902	...		Buffalo, New York and Erie:							
2d Mortgage (gold)	10,173,979	7	March & Sept.	"	1902	...		1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	107	
3d Mortgage (gold) Income	28,783,000	7	May & Nov.	"	1902	...		Buffalo, New York & Phila.:							
Atlantic and Gulf:								1st Mortgage	2,396,000	6	Jan. & July.	New York.	1896	94	
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1897	38		2d Mortgage for \$1,000,000	281,500	10	"	"	1893	...	
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	...		Burlington, Cedar Rapids & Nor.							
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	...		1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	...	
Atlantic and Lake Erie:								1st Mort. (Minn. & St. Louis)	160,000	7	Jan. & July.	"	1911	...	
1st Mort. (gold) for \$5,000,000	.....	7	Jan. & July.	New York.	1901	...		Burlington and Missouri River:							
Atlantic, Miss. and Ohio (428 m.)								Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bos.	1890	110	
1st Mortgage for \$15,000,000	5,470,000	7	April & Oct.	New York.	1901	...		Stock Bonds prof. 3d lien	238,500	8	Jan. & July.	Boston.	1879	...	
2d Mort. to State (no int. till '80)	4,000,000	7	"	"	"	...		Stock (common) Bonds	289,500	8	April & Oct.	N. Y. & Bos.	1879	109	
Atlantic and Pacific:								Stock (common) Bonds	230,000	8	Jan. & July.	"	1894	106	
Land Mortgage gold bonds	2,820,000	6	Jan. & July.	New York.	1888	...		Stock (common) Bonds	401,000	8	"	"	1889	...	
2d Mortgage for \$3,000,000 (gold)	2,016,500	6	May & Nov.	"	1891	...		Burlington and Mo. Riv. in Neb.							
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6	Jan. & July.	"	1888	61		1st Mortgage convertible	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	110	
1st Mort. (Central Div.) gold	1,190,000	6	May & Nov.	"	1891	...		Bonds convertible until 1892	600,000	8	"	Boston.	1883	163	
1st Mort. (Central Div.) L. G.	704,000	6	"	"	1901	...		Burlington and Southwestern:							
Equipment Bonds	758,000	10	June & Dec.	"	1883	...		1st Mortgage (\$20,000 per mile)	1,800,000	8	May & Nov.	Boston.	1891	...	
Income Bonds (for funding)	529,000	6	"	"	1893	...		Cairo and Fulton (Arkansas):							
Land Debentures	600,000	10	J. A. J. & O.	"	1884	...		1st Mort. (R. R. and lands) S. F.	8,000,000	7	Jan. & July.	New York.	1891	...	
Atlantic and St. Lawrence:								Cairo and St. Louis (3 ft. gauge):							
Sterling bonds (not Mort.) of 1868	484,000	6	May & Nov.	London.	1878	...		1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...	
2d Mortgage (sterling) of 1864	1,500,000	6	April & Oct.	"	1884	...		Cairo and Vincennes:							
3d Mortgage (sterling) of 1871	718,000	6	May & Nov.	"	1891	...		1st Mortgage, gold	3,500,000	7	April & Oct.	N. Y. & Lond.	1900	...	
Portland City Bonds, 1st M., & L.	787,000	6	"	Portland.	1886	...		2d Mortgage	1,500,000	7	Jan. & July.	"	1893	...	
Bald Eagle Valley:								California Pacific:							
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	...		1st Mortgage, sinking fund	2,250,000	7	Jan. & July.	New York.	1899	...	
2d Mortgage	100,000	7	"	"	1884	...		Extension, or 2d Mortgage	3,500,000	7	"	"	1889	...	
Baltimore and Ohio:								2d Income, or double track b'ds	1,000,000	6	Jan. & July.	"	1891	...	
Loan of 1880-80	579,500	6	Jan. & July.	Baltimore.	1890	101		Garden and Amboy:							
Loan of 1883-85	1,710,000	6	April & Oct.	"	1886	105		Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	102	
Loan of 1885-90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	...		Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	102	
Loan of 1870-95 (str.) skg fund.	3,275,966	6	March & Sept.	London.	1895	...		Mortgage Loan of 1889	5,900,000	6	May & Nov.	Philadelphia.	1889	109	
Loan of 1872-1902 (str.) S. F.	9,029,852	6	"	"	1902	...		Sterling Loan, S. F. (£22,000)	1,286,080	6	Feb. & Aug.	London.	1880	...	
Loan of 1874-1910 (str.) S. F.	9,464,500	6	May & Nov.	"	1910	...		Garden and Atlantic:							
Baltimore and Potomac:								1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1885	113	
1st Mort. (Tunnel) gold guar.	1,500,000	6	Jan. & July.	Baltimore.	1911	...		2d Mortgage	500,000	7	April & Oct.	"	1879	98	
1st Mortgage (R. R.) gold guar.	3,000,000	6	April & Oct.	"	1911	...		Garden and Burlington County:							
Bangor and Piscataquis:								Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	107	
1st Mortgage (Bangor loan)	609,000	6	April & Oct.	Boston.	1899	...		Canada Southern:							
1st Mort. (Bangor loan) exten'sn	120,000	7	"	"	1901	...		1st Mort. (skg fd.) d for \$5,000,000	9,000,000	7	J. n. & July.	New York.	1903	95	
Bay City and East Saginaw:								Cape May and Millville:							
1st Mort. guar. by F. & P. Mfg. Co.	100,000	10	Jan. & July.	Detroit.	1886	...		2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	95	
Bedford and Bridgeport:								Carbondale and Shawneetown:							
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	...		1st Mortgage	200,000	7	Jan. & July.	.....	1902	...	
Belfast and Mooshead Lake:								Carolina Central:							
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	...		1st Mortgage	3,000,000	6	Jan. & July.	New York.	1923	...	
Bellefonte and Snow Shoe:								2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	"	1914	...	
1st Mortgage	99,000	6	.....	Philadelphia.	1883	...		Carthage and Burlington:							
Bellefontaine and Indiana:								1st Mort. guar. by C., B. and Q.	208,000	8	May & Nov.	New York.	1879	101	
1st Mort. ass'd by C. C. & L.	463,000	7	Jan. & July.	New York.	1899	...		Catawissa:							
Belleville and Southern Illinois:								1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1881	...	
1st Mort. guar. by B. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	35		1st Mortgage (new)	1,800,000	7	"	"	1900	103	
Beloit and Madison (C. & N. W.)								Chattel Mortgage	209,350	5	May and Nov.	"	'98-'99	...	
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	...		Cayuga Lake:							
Belvidere Delaware:								1st Mortgage	800,000	7	June and Dec.	New York.	1901	...	
1st Mortgage (guar. by C. & )	.....	6	June & Dec.	New York.	1877	104		Cazenovia and Canastota:							
2d Mortgage " A. Co. and }	400,500	6	March & Sept.	Philadelphia.	1885	104		1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1900	...	
3d Mortgage " Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	98		Cedar Falls and Minnesota:							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000 p.m.	675,000	7	Feb. & Aug.	New York.	1891	101	2d Mort. (now 1st) guar. C. & N.W.	563,200	7	Jan. & July.	Boston.	1890	102
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894	101	8d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	102	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1890	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	49	1st Mort. 2d series (	2,000,000	7	"	"	1900	....
2d Mortgage Governm't st. ssidy.	1,600,000	6	Jan. & July.	"	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	"	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	540,000	7	Feb. and Aug.	"	1891	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	"	"	1905	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	106
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7	Jan. & July.	New York.	1899	32	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1890	....
Central of L. I. (Flush. N.C. & C.)							1st Mortgage.....	5,500,000	8	Jan. & July.	"	1890	76
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Central of New Jersey:							1st Mortgage (on Branch)	1,325,000	8	March & Sept.	"	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	64	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	110	1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1898	105
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Chic. and Mil. Div.)	2,600,000	7	Jan. & July.	"	1903	103
Loan of Loh. C. & Nav. Co. (san'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer.)	2,500	8	May & Nov.	"	1874	....
Consol. Mort. for \$25,000,000....	16,000,000	7	"	New York.	1899	97	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	96
Central Ohio (B. and O.)							1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	106	1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	97
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	748,000	7	"	"	1899	92
1st Mort., 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	98-99	105	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	116
Convertible 20 years bonds, gold	1,455,000	7	"	"	1883	103	2d Mort. (	1,315,000	7	"	"	1898	100
State Aid B'ds (Int. by State) gold	1,500,000	7	"	Sacramento.	1884	108	1st Mort. (Hast. and Dak. Div.)	234,000	7	Jan. & July.	"	1902	90
2d Mort. (Government Subsidy).	27,855,000	6	"	U.S. Treasury.	95-99	10	1st Mort. (Mil. and Western)	224,000	7	Jan. & July.	"	1891	....
1st Mort. (Western Pacific) gold	2,785,000	6	"	New York.	1899	10	2d Mortgage.....	675,000	7	April & Oct.	"	1884	93
1st Mort. (Calif. & Oregon) gold	8,000,000	6	"	"	93-92	86	Equipment and Bridge Bonds....	219,000	10	June & Dec.	"	1883	....
1st Mort. (S. Fr. Okla. & Ala.)...	6,030,000	6	"	"	1890	55	Consol. Mort. for \$35,000,000....	5,710,000	7	Jan. & July.	"	1908	92
1st Mort. (San Joaquin V.D.) gold	6,030,000	6	April & Oct.	"	1900	85	Chicago and Northwestern:						
Land bonds (Gen. Pac. Co.) gold	9,276,000	6	"	"	1890	93	Preferred sinking fund (193 m.)	1,238,500	7	Feb. & Aug.	New York.	1895	111
Central Vermont:							General 1st Mortgage (193 m.)...	3,558,400	7	"	"	1888	109
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	12	Funded coupons (193 m.)...	729,600	7	May & Nov.	"	1888	109
2d Mort., Consol. (	1,500,000	7	June & Dec.	"	1891	2	Appleton Ext. (23 m. & 76,000 ac.)	139,000	7	Feb. & Aug.	"	1885	107
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	20	Green Bay Ext. (26m & 76,000 a.)	251,000	7	"	"	1885	106
Income and Extension Bonds...	1,008,000	8	May & Nov.	"	1902	37	1st Mort. (Gal. & Chi. U.) 248 m.	1,691,000	7	"	"	1882	....
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	76-77	40	Elgin and State Line.....	19,500	6	Jan. & July.	"	1878	....
Equipment Mort. (	1,000,000	8	"	"	1889	39	Mississippi River Bridge.....	181,000	7	"	"	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	40	1st Mortgage (Peninsula).....	285,000	7	March & Sept.	"	1898	105
Missisquoi R.R. (	500,000	7	"	"	1891	....	Consol. skg fund (C. & N.W. Ry.)	4,455,000	7	F. M. A. & N.	"	1915	109
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	General Consol. Gold Bonds....	11,843,000	7	June & Dec.	"	1902	92
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1911	....
Funded interest on 1st Mort.	157,400	7	"	"	1889	....	1st Mort. (Chic. & Mil. R.W.) guar.	1,700,000	7	Jan. & July.	"	1898	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	271,000	7	"	"	1888	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	70	Chicago and Paducah (C. B. & Q.)						
Charters:							1st Mortgage \$25,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chl., Pekin & Southw. (O.B. & Q.)						
Chesaw and Darlington:							1st Mortgage for \$10,000 per m. mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1889.	75,000	7	Jan. & July.	"	1888	....	1st Mortgage skg. fund.....	5,000,000	7	Jan. & July.	New York.	1896	108
Cherry Valley, Sharon and Alb.							Branch Bonds Sinking Fund.....	1,900,000	6	Feb. & Aug.	"	1895	108
1st Mort., con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	New Mort. bonds for \$12,500,000	4,900,000	6	Jan. & July.	"	1917	107
Chesapeake and Ohio:							Chl. & Southw. (C. R. I. & Pac.)						
1st M. (gold) skg. fd. for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	24	1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1899	....
1st Mort. Extension (con. or reg)	5,426,000	7	Jan. & July.	"	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	Chicago and Superior:						
2d Mort. (	902,000	6	"	"	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
Income (	300,000	8	"	"	1876	....	1st Mort. guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Funded interest, coupon.....	160,500	8	"	"	1877	....	Cincinnati, and Baltimore:						
Unshires:							1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	93
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	77-96	98	1st Mortgage of 1863.....	1,213,000	7	May & Nov.	New York.	1890	....
Chester Creek (Phil. & Balt. Cent.)							2d Mortgage of 1865.....	496,000	7	Jan. & July.	"	1885	....
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Consol. S. F. M. for \$3,000,000.	996,000	7	April & Oct.	"	1905	....
Chester and Tamarac:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage.....	600,000	7	May & Nov.	New York.	1901	....	1st Mort. guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	102
Chicago and Alton:							Cincinnati, Lafayette and Chi.						
1st Mortgage, pref. sinking fund.	23,000	7	May & Nov.	New York.	1877	....	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
2d Mortgage.....	2,400,000	7	Jan. & July.	"	1893	114	Consolidated Mortgage.....	471,000	7	June & Dec.	"	1914	....
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1888	105	Cincinnati and Martinsville:						
Consol. Bonds (\$200 sig. epoch)	4,379,850	6	Jan. & July.	London.	1903	....	1st Mort. guar. by I. C. & L. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	106	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
2d Mort. (	188,000	7	Jan. & July.	"	1898	....	Cincinnati, Richmond & Chicago:						
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	"	1900	....	1st Mortgage guar. by C. H. & D.	650,000	7	Jan. and July.	New York.	1896	....
Chicago, Burlington and Quincy:							2d Mortgage.....	65,000	7	"	"	1889	....
Trust Mortgage skg fund.....	2,370,000	8	Jan. & July.	New York.	1883	112	Cinc. Rich. & Ft. Wayne (G. R. & L.)						
Trust Mortgage skg fund con.	166,000	8	"	"	1883	....	1st Mortgage gold, guar.....	1,800,000	7	June & Dec.	New York.	1921	....
Trust Mortgage (Burl. to Peoria)	667,000	7	April & Oct.	"	1890	....	Cincinnati, Sandusky and Clev.:						
Loan of 1872.....	1,913,475	7	Jan. & July.	Boston.	1896	109	1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1890</	

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	70
4th (now 3d) Mortgage guar.	1,096,000	6	"	"	1892	104 1/2	Detroit, Bel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1900	110	1st Mortgage for \$22,000 p.m.	1,061,000	8	Jan. & July.	New York.	1881	....
Clev., Painesville & Ashtabula:							2d Mortgage	400,000	7	May and Nov.	"	1888	....
Regist'd b'ds (ass'd by L.S. & M.S.):	1,000,000	7	Jan. & July.	New York.	1880	104	Detroit, Hillsdale and Indiana:						
3d Mortgage (")	1,000,000	7	April & Oct.	"	1892	108 1/2	1st Mort. \$10,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	"	1881	....
1st Mort. a.f. (ass'd by L.S. & M.S.):	1,595,000	7	Jan. & July.	New York.	1885	109 1/2	Detroit, Lansing and Northern:						
2d Mortgage (")	849,000	7	April & Oct.	"	1886	106 1/2	1st Mortgage	1,997,000	7	Jan. & July.	Boston.	1886	77 1/2
Celebrookdale:							2d Mort. (Tonla and Lansing) ..	770,000	8	"	New York.	1889	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1895	60	3d Mort. (")	81,000	8	May & Nov.	"	1880	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1880	....	1st Mortgage, (D. & M.R.R.):	2,500,000	7	May & Nov.	New York.	1875	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage (")	1,000,000	8	"	"	1875	....
1st Mortgage Consol. skg fund ..	15,344,750	7	April & Oct.	New York.	1908	82 1/2	1st Funded Coup. (D. & M.R.R.):	625,924	7	Jan. & July.	"	1876	....
2d Mortgage skg fund	5,532,400	7	Feb. & Aug.	"	1900	10	2d Funded Coup. (")	375,734	7	May & Nov.	"	1876	....
Income convertible	3,893,000	7	"	"	1890	....	1st Mort. (Det. & Pontiac R.R.):	150,000	7	April & Oct.	"	1878	....
1st Mort. (Chic. and St. Eastern)	461,000	7	April & Oct.	"	1890	98 1/2	2d Mort. (")	100,000	7	Jan. & July.	"	1878	....
2d Mort. (")	344,400	7	Jan. & July.	"	1890	....	3d Mort. (")	250,000	8	Feb. & Aug.	"	1886	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	Bonds of Sept. 1, 1885	110,000	7	March & Sept.	"	1886	....
1st M. a.f. (")	39,650	7	May & Nov.	"	1890	....	Bonds of June 30, 1885	1,702,517	6 1/2	Jan. & July.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort. (")	821,000	10	May & Nov.	"	1904	....	1st Mortgage Aug. 1, 1885	924,000	7	Feb. & Aug.	New York.	1900	104
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central)	666,500	7	"	"	1882	....	1st Mort. guar. by C. R. and Q.	563,500	8	Jan. & July.	New York.	1889	101
1st Mort. (Tol. Logan's p't & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	Dubuque and Sioux City:						
Income (")	74,024	7	"	"	1905	....	1st Mortgage 1st div.	290,000	7	Jan. & July.	New York.	1883	101
1st Mort. (Union & Logan's port)	815,900	7	April & Oct.	"	1905	....	2d Mortgage 2d division	580,000	7	"	"	1894	105
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin. S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hooking Valley:							2d Mortgage, preferred	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold)	1,300,000	7	June & Dec.	New York.	1900	....
General Mortgage	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1903	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	"	1890	....
New Mortgage for \$1,500,000 ..	1,188,500	7	April & Oct.	Boston.	1893	102	East Brandywine & Waynesboro:						
Coupon Notes	123,000	7	June & Dec.	"	1881	100 1/2	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massawippi) guar. gold	400,000	6	Jan. & July.	"	1889	83 1/2	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	104
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	97 1/2
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage	190,000	4	"	"	1887	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1889	....
1st Mortgage tax free	3,700,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1889	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1870	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	123.4	104	Company Bonds (" new)	135,400	6	"	"	1870	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1890	....
Cowanesque Valley:							Loan of 1887	7	"	"	"	1887	....
1st Mortgage, gold	25,000	7	Jan. & July.	New York.	1902	....	Loan of 1888	6	"	"	"	1888	....
2d Mortgage	100,000	7	May & Nov.	"	1882	....	Loan of 1889	6	May & Nov.	"	"	1889	....
Cumberland & Penn. (Consol. Coal):							Loan of 1890	6	"	"	"	1890	....
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes	7	"	"	"	1882	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	"	1888	....	Ten year coupon notes	7	"	"	"	1882	....
Cumberland Valley:							Sinking Fund Bonds	7	May & Nov.	"	"	1884	....
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....	Sterling Sink. Fd. Bonds	3,040,200	6 1/2	March & Sept.	London.	1892	....
2d Mortgage	109,500	8	"	"	1908	....	Certif. of Indeb. Sept. 1, 1870 ..	12,545,000	5 1/2	"	Boston.	1906	55 1/2
Plain bonds	81,800	8	"	"	1884	....	Eastern Shore (Md.):						
Danbury and Norwalk:							1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	....	2d Mortgage	200,000	6	April & Oct.	"	1880	....
Mortgage Bonds of 1870	200,000	7	"	"	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1872	200,000	7	"	"	1882	....	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Danv., Haverhill & Wilkesbarre:							Elmira and Williamsport (N. Cen.):						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	105
2d Mortgage	300,000	7	"	"	1886	....	Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1892	60
Danv., Urb., Bloom'gton & Pekin:							Erie Railway:						
1st Mortgage	2,000,000	7	April & Oct.	New York.	1909	....	1st Mortgage, extended	2,483,000	7	May & Nov.	New York.	1897	112 1/2
Davenport and St. Paul:							2d Mortgage	2,174,000	7	March & Sept.	"	1879	108
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	....	3d Mortgage	4,852,000	7	"	"	1883	107
Dayton and Michigan (C.H. & D.):							4th Mortgage convertible	2,937,000	7	April & Oct.	"	1890	154 1/2
1st Mortgage sinking fund guar.	1,840,000	7	Jan. & July.	New York.	1881	....	5th Mortgage convertible	709,500	7	June and Dec.	"	1888	114
2d Mortgage, guar.	420,000	7	March & Sept.	"	1884	....	Buffalo Branch, 1st mortgage ..	182,000	7	Jan. & July.	"	1891	....
3d Mortgage, guar.	881,000	7	April & Oct.	"	1888	....	Sterling loan (\$1,000,000) conv.	4,457,714	7 1/2	March & Sept.	London.	1876	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	1880	78 1/2	1st Consol. Mort. for \$30,000,000.	12,076,000	7	"	N.Y. & London.	1920	....
Dayton and Union:							2d Consol. Mort. for \$40,000,000.	14,400,000	7 1/2	June and Dec.	London.	1894	....
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....	Convertible bonds	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....	Erie and Pittsburg (Penn.):						
Income Bonds	252,445	6	"	"	1879	....	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
Dayton and Western (L. M. R.R.):							2d Mortgage	92,800	7	April & Oct.	"	1890	....
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	....	Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1898	....
2d Mortgage (")	498,000	6 1/2	Jan. & July.	"	1908	....	Equipment Mortgage	750,000	7	April & Oct.	"	1890	....
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....	European & N. American (Me.):						
Delaware and Bound Brook:							Bangor City Bonds (1st m. 55 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	189	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	418,000	7*	April & Oct.	Philadelphia.	1890	104
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	102
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	30
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	8	April & Oct.	New York.	1890	....
1st Mort. (Cent. R. R. Exten.)...	200,000	7	May and Nov.	"	1903	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund...	4,598,000	5*	"	"	1903	....
1st Mort. (Whitestone & W.)...	93,000	7	Jan. & July.	"	1893	....	Illinois Grand Trunk (C. B. & Q.)						
1st Mort. (N. Y. & Flushing)...	25,000	7	Mar. & Sept.	"	1880	....	1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	109
Fonda, Johnstown & Gloversville:							Indiana and Illinois Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Fort Wayne, Jackson & Saginaw:							Indiana North and South:						
1st Mortgage, traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	42	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indianapolis, Bloomington & West:						
Fort Wayne, Muncie & Cin.:							1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	17
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage Extension gold....	5,510,000	7*	Jan. & July.	"	1912	....
2d Mortgage.....	500,000	8	"	"	1898	....	2d Mortgage.....	1,000,000	8	"	"	1890	2
Framingham and Lowell:							Indianapolis and Madison:						
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
2d Mortgage.....	100,000	8	"	"	1893	89	Indianapolis & Vincennes:						
Frederick and Pennsylvania Line:							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
Fremont, Elkhorn & Mo. (S.O. & P.):							International and Gt. Northern:						
1st Mortgage.....	600,000	7	April & Oct.	"	1901	....	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	75
Galena & Ohio Union (C. & N. W.):							Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,092,000	7	Feb. & Aug.	New York.	1882	106	1st Mortgage (Hous. & Gt. N.R.R.)	4,211,000	7*	Jan. & July.	"	1900	74
Galv. Harb. & San Antonio:							Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Indianapolis, Cin. and Lafayette:						
Galveston, Houston & Henderson:							1st Mortgage of 1897.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	79	1st Mortgage of 1899.....	2,000,000	7	June & Dec.	"	1899	....
Geneva, Ithaca and Athens:							Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	1888	88
1st Mortgage, skg. fd., guar. ...	600,000	7*	Jan. and July.	New York.	1890	....	Equipment Bonds, registered....	378,000	10	"	"	1888	....
Georgia (and Banking):							1st Mort. (Ind'polis & Cin.) 1893.	1,600,000	7	April & Oct.	"	1892	....
Company bonds (debentures)...	500,000	7	Jan. & July.	Augusta.	75-90	....	1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
Utman, Clinton & Springfield:							2d Mort. (") guar.....	1,497,000	7	Jan. & July.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....						
Goshen and Dockertown (Erie):							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage.....	248,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....						
Grand Rapids & Indiana:							2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	85	Equipment Mortgage.....	1,000,000	10	Jan. & July.	"	1900	....
1st Mort. L. G. not guar. gold....	3,294,000	7*	April & Oct.	"	1899	....	Ionia and Lansing (D. L. & L. M.):						
Grand River Valley (Mich. C.):							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City:						
Grand Trunk (Can.):							1st Mortgage.....	2,980,000	7	April & Oct.	New York.	1917	85
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equipm't Bonds No. 2 \$500,000...	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	94
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$1,163,910	5,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	107
Provincial Debenture \$3,111,500	15,567,500	"	"	Ottawa.	"	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1885	90
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	287,000	8	May & Nov.	"	1890	....
Mortgage Bonds \$247,900.....	2,738,000	5*	April & Oct.	"	77-78	....	2d Mortgage guar.....	142,000	8	March & Sept.	"	1878	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	2,010,000	8	"	"	1891	67
Debenture Bonds \$1,743,160...	8,715,800	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1869:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	98	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	59	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	3,300,000	7*	Feb. & Aug.	"	1900	....	Jamestown & Frank. (L.S. & M.S.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	Columbia.	81-86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	376,769	7	"	"	81-86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	83
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. (").....	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	33	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.):							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	82	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	76	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	103	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	112
Missouri State Loan.....	1,500,000	6	"	"	87-88	103	Junction, Philadelphia:						
Fifteen years' bonds (277 m.)...	4,000,000	8	March & Sept.	"	1885	80	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	105
1st Mort. (Q. & P. M. R.R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	103
1st Mort. (K. City & Cam. R.R. 55 m.)	1,300,300	10	Jan. & July.	"	1886	....	Junction and Breakwater:						
General Land Mortgage (277 m.)	.....	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Havem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.			

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:													
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895		Louisville, Cin. and Lexington:	\$	6	Jan. & July.	New York.	1895	
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6*	June & Dec.	"	1896	64	Bonds to State of Kentucky.....	74,519	6	"	"	1897	
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899		1st Mortgage for Cincinnati Br....	3,000,000	7	"	"	1897	
1st Mort. (1,000,000 acres).....	187,000	7*	March & Sept.	N. Y. & St. Lo.	71-76		2d Mortgage for \$1,000,000.....	875,000	6	April & Oct.	"	1900	
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1890		Louisville Loan.....	100,000	6	Jan. & July.	"	1891	
2d Mort. (") gold.....	1,600,000	7*	March & Sept.	"	1896		1st Mort. (Louisville & Frankf.)	39,000	6	"	"	73-78	
1st Mort. (Leavenworth Branch)	900,000	7*	May & Nov.	N. Y. & St. Lo.	1896		1st Mort. (Louis, Cin. and Lex.)	21,000	6	April & Oct.	"	1902	
2d Mortgage (Gov't Subsidy).....	4,008,000	6	Jan. & July.	U. S. Treas.	95-97		1st Mortgage (Shelby R. R.).....	88,500	8	June & Dec.	"	1891	
3d Mortgage (Income).....	4,275,850	7	March & Sept.	N. Y. L. & F.	1916								
Kent County (Del.)							Louisville and Nashville:						
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1890		Ten Year Mortgage Gold bonds	3,000,000	7*	May & Nov.	New York.	1883	
Kentucky Central							Mort. main office lot & building.	80,000	7	"	Louisville.	1883	
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883		1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	80-86	
3d Mortgage.....	237,000	7	June & Dec.	"	1885		1st Mort. (Memphis and Ohio).....	3,500,000	7	June & Dec.	New York.	1901	
Keokuk and Des Moines:							1st Mort. (Memph. & Clarkav. Br.)	2,289,710	6*	Feb. & Aug.	"	1902	
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904		Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1895	105
Funded Interest.....	294,300	8	"	"	1894		Louisville Loan.....	849,000	6	"	"	86-97	
Keokuk and St. Paul (Q.B. & Q.)							Louisville Loan (Lebanon Br.)	225,500	6	May & Nov.	"	1890	
1st Mortgage traffic guar.....	318,000	8	April & Oct.	Boston.	1879	101	Louisv. Loan (Leb. Br. Exten.)	338,000	6	April & Oct.	Louisville.	1890	99
La Crosse, Trempealeau & Prescott:							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878		1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1902	
Laif., Blooming. & Miss. (T.W. & W.)							Macon and Augusta:						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	1st Mortgage end by Ga. R. R.:	300,000	7	Jan. & July.	New York.	1877	
Laif., Muncie & Bloom. (T.W. & W.)							1st Mortgage not endorsed.....	100,000	7	"	"	1887	
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	
Lake Erie and Louisville:							Macon and Brunswick:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892		1st Mort. endorsed by Ga.....	1,000,000	7	Jan. & July.	New York.	1887	
2d Mortgage.....	580,000	7	Jan. & July.	"	1903		2d Mort. ".....	600,000	7	May & Nov.	"	1900	
Lake Ontario Shore:							2d Mortgage.....	1,100,000	7	April & Oct.	"	1898	
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897		Equipment Mortgage.....	150,000	7	"	"	1879	
Lake Shore & Michigan South'n:							Madison and Portage:						
Sinking Fund Mortgage.....	1,140,000	7	April & Oct.	New York.	1879		1st Mort., guar. by Chl. and Sup.	600,000	70	April & Oct.	New York.	1890	
Consol. Mort., S.F., Regist'd....	6,650,000	7	J. A. J. & O.	"	1900	110	Maine Central:						
Consol. Mort., S.F., Coupou....	9,105,000	7	Jan. & July.	"	1900	210	Consolidated Mortgage.....	1,680,500	6	April & Oct.	Boston.	1912	95
2d Consol. Mort. for \$25,000,000.	3,395,000	7	June & Dec.	"	1903	90	\$1,100,000 Loan, tax free.....	766,800	6	Jan. & July.	"	1898	91
Bonds of 1892 (Reg. & Coupon)	1,442,000	7	April & Oct.	"	1882		Extension (gold) Loan.....	488,500	6	April & Oct.	"	1900	
Lake Shore Dividend Bonds:							1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bos.	1890	
Reg. Mort. (Clev., Pain. & Aah.)	1,000,000	7	Jan. & July.	"	1890		\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	1890	96
2d Mort. (").....	1,000,000	7	April & Oct.	"	1892		1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1895	
1st Mort. (Mich. S. & Nor. Ind.)	6,256,000	7	May & Nov.	"	1885		Consol. (Port. & Kennebec) Loan	1,166,700	6	June & Dec.	Boston.	1876	93
2d Mort. (").....	2,682,300	7	"	"	1877		2d Mort. (Somerset & Kennebec)	280,040	6	June & Dec.	"	1901	
1st Mort. (Cleveland & Toledo)	1,596,000	7	Jan. & July.	"	1886		1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1891	
2d Mort. (").....	819,000	7	April & Oct.	"	1886		Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882		Mansfield & Framing. (B.C. & F.)						
Mort. Bonds (").....	300,000	7	March & Sept.	"	1885		1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Mort. Bonds (").....	2,550,000	7	April & Oct.	"	1898		Marietta and Cincinnati:						
1st M. (Detri., Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906		1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1896		1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	77
1st M. (Sobool. & Three Rivers)	100,000	8	"	"	1887		2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	91
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887		3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	10
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888		4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	
1st M. (Jamestown & Franklin)	433,000	7	"	"	var		1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1893	
2d M. (").....	500,000	7	June & Dec.	"	1894		Marietta, Pittsburg & Cleveland:						
Lake Shore & Tuscarawas Valley:							1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901		Marquette, Houghton & Ontonagon:						
2d Mortgage, for \$1,000,000.....	698,000	7	"	"	1892		1st Mortgage (Marq. & Ont.)...	1,700,000	8	Jun. & Dec.	New York.	1892	89
Elyria and Black Riv. b'ds as'd	180,000	7	May & Nov.	"	1892		1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	
Lake Superior & Mississippi:							Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-08	
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	NY-Bost.-Ph.	1896	20	Massachusetts Valley (C. & P. R.):						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900		1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
Income Bonds.....	3,200,000	10	"	"	1902		Maryland and Delaware:						
Lawrence (P. Ft. W. & Chi.):							1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
1st Mortgage, guaranteed.....	335,000	7	Feb. & Aug.	New York.	1895		2d Mortgage.....	150,000	6	June & Dec.	"	1889	
Leavenworth, Atch. & N. West'n:							Massillon & Cleva. (C.M.V. & D.)						
1st Mort. guar. by Pac. of Mo'ns.	500,000	7	April & Oct.	New York.	1890		1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	
Leaven. Lawrence & Galveston:	5,000,000	10	Jan. & July.	N. Y. & Bos.	1899	24	Maysville and Lexington:						
1st Mort. skg fund conv., gold..	720,000	10	May & Nov.	Boston.	1890		1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	
1st Mort. (K. O. & San. Fe.) guar.	160,000	8	June & Dec.	"	1891		Memphis and Charleston:						
1st Mort. (Southern Kan.) guar.	160,000	8	"	"	1891		1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	87
Lehigh and Lackawanna:							2d Mortgage.....	1,000,000	7	Jan. & July.	"	1895	
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897		Tennessee State Loan.....	1,314,142	6	"	"	73-78	
Lehigh Valley:							Income Bonds.....	600,000	10	March & Sept.	"		
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	110	Memphis and Little Rock:						
1st Mortgage (") reg.....	6,000,000	6*	March & Sept.	"	1910	116	1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	
2d Mortgage for \$6,000,000.....	6,000,000	6*	June & Dec.	"	1923	96	2d Mortgage.....	1,000,000	8	"	"		
General Mort. for \$40,000,000.	5,000,000	6*	"	"	1922	96	Michigan Air Line (Mich. Cent.):						
General Mort., registered.....	1,545,000	7	May & Nov.	Philadelphia.	1902		1st Mort. (South Bend Div.) asus'd	200,000	8	May and Nov.	New York.	1890	
Lexington & St. Louis (A. & F.):							Michigan Central:						
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1899		1st Mortgage, convertible.....	356,000	8	April & Oct.	Boston.	1892	
Little Miami:							1st Mortgage sinking fund conv.	2,179,000	8	"	"	1892	111
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1893		Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1892	106
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894		1st Mort. (Mich. Air Line) asus'd	1,900,000	8	Jan. & July.	"	1890	92
Cincinnati Loan.....	100,000	6	May & Nov.	"	1890		Equipment Bonds for \$800,000..	556,000	8	Apr. and Oct.	N. Y. & Bos.	1883	
Little Rock and Fort Smith:							Michigan Lake Shore:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bos.	1900		1st Mortgage.....	800,000	8	Jan. & July.	New York.	1890	
Land Grant sinking fund.....	2,000,000	7	"	"	1905	40	Mich. So. and North'n Indiana.	5,255,000	7	May & Nov.	New York.	1895	110
Little Rock, Pine Bl. & N. Orleans:							1st Mort. assum'd by L.S. & M.S.	2,692,000	7	"	"	1877	98
1st Mortgage.....	760,000	7	Apr. and Oct.	New York.	1900	4	2d Mort. ".....						
Little Schuylkill (Phila. & Rdg.)	760,500	7	Apr. and Oct.	Philadelphia.	1877	101	Middletown, Unionv. & W. Gap:						
Logansport, Crawf. & S'w'n Ind.:							1st Mortgage tax free.....	400,000	7	May & Nov.	New York.	1885	
1st Mortgage gold.....	1,500,000	5*	F. M. A. & N.	New York.	1900		Midland of Canada:						
Long Island:							1st Mortgage sterling \$335,000..	1,675,000	6*	May & Nov.	London	1896	
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875		Midland Pacific:						
1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	Philadelphia.	1890		1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1890	
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893		Minifin and Centre Co. (Pa.):						
General Mortgage.....	775,000	7	"	New York.	1899	97	1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	
Louisiana & Mo. Riv. (Ch. & Al):							Milwaukee and St. Paul:						
1st Mortgage.....	4,200,000	7	Feb. & Aug.	New York.	1900	90	See Chicago, Mil. & St. Paul						
Louisville, Paducah and B. W.	2,000,000	8	March & Sept.	New York.	1890		Milwaukee, Lake Sh. & Western:	3,000,000	7	June & Dec.	New York.	1902	
2d Mortgage.....	500,000	7	May & Nov.	"	1893		1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	
							Mineral Point:						
							1st Mortgage.....	220,000	10	Jan. & July.	Detroit.	1890	
							Minneapolis & Duluth (L.S. & M.)						
							1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1911	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Interest Payable.						Interest Payable.					
Description of Bonds.	Amount.	Rate.	When.	Where.	Due.	Description of Bonds.	Amount.	Rate.	When.	Where.	Due.
Minneapolis & St. L. (B. C. R. & N. Y.)	\$ 180,000	7*	Jan. & July.	New York.	1911	N. O., Jack. & Gt. N. (N. O. St. L. & O.)	\$ 3,000,000	8	Jan. & July.	New York.	1888
1st Mortgage gold, guaranteed.	180,000	7*	Jan. & July.	New York.	1911	1st Mortgage	1,500,000	8	April & Oct.	"	1890
Minnesota and North Western:						2d Mortgage for \$3,000,000	3,000,000	7*	Jan. & July.	"	1912
1st Mort. gold, akg. fd. & tax free	20,000 pm	7*	Jan. & July.	Detroit.	1890	Consol. Mort. for \$3,000,000	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915
Mississippi Cent. (N. O. St. L. & Chi.):						New Orleans, Mobile and Texas:	7,250,000	8	"	"	1915
1st Mortgage	1,012,500	7	May & Nov.	New York.	74-84	1st Mort. (Mobile to N. Orleans)	2,825,000	8	"	"	1915
2d Mortgage	2,000,000	8	Feb. & Aug.	"	1886	1st Mort. (N. Orleans to Texas)					
General Mort. for \$3,000,000 gold	3,708,500	7*	May & Nov.	"	1912	2d Mort. endorsed by Louisiana.					
Mississippi, Onachita & Red Riv.:						New York, Boston and Montreal:					
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	1st Mortgage for \$12,250,000	5,617,500	7*	Feb. & Aug.	N. Y. or Lond.	1903
Mississippi and Tennessee:						New York & Canada (D. & H. O.):					
1st Mortgage	600,000	7	April & Oct.	Memphis.	1876	1st Mort. for \$200,000, guar.	4,000,000	6*	May & Nov.	London.	1904
Consolidated Mortgage	1,254,000	8	Jan. & July.	"	51-93	New York Central & Hudson R.:					
Tennessee State Loan	430,547	.....	.....	"	.....	Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883
Mississippi Valley and Western:						Bonds for B. & N. F. st. k.	74,500	6	May & Nov.	"	1883
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	Bonds for R. R. Stocks	502,000	6	"	"	1883
Missouri, Iowa and Nebraska:						Bonds for Real Estate	162,000	6	"	"	1883
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	Bonds of 1854 renewed	2,391,000	6	June & Dec.	"	1887
Missouri, Kansas and Texas:						2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885
1st Mort. (U. Pac. S. Br.) akg. fund	3,220,000	6*	Jan. & July.	New York.	1899	Bonds of 1871, tax free	1,950,000	7	April & Oct.	"	1891
1st Mort. (Tebo & Neesho) S. F.	302,000	7*	June & Dec.	"	1903	1st Mort., coup. d. for \$30,000,000	18,465,000	7	Jan. & July.	"	1903
Consol. Land Grant, akg. fd. gold	10,418,000	7*	Feb. & Aug.	"	1904	1st Mort., reg. d.	9,733,333	6*	"	London.	1903
Additional Consol. Mort.	2,500,000	7	"	"	1905	1st Mort. Sterling for £2,000,000					
Further Add. Consol. Mort.	800,000	7	"	"	1906	New York and Harlem:					
Missouri River, Ft. Scott & Gulf:						Consolidated Mortgage of 1883	103,000	6	Feb. & Aug.	New York.	1883
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	Sinking Fund Mortgage of 1861	107,704	7	Jan. & July.	"	1881
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900
Mobile and Girard.						Consol. Mort. of 1872, reg.				"	1900
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	N. York, Houston & Northern:					
2d Mort. end. by Cent. R. R. of Ga.	305,000	8	"	New York.	1889	1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902
Plain bonds	35,500	8	"	Savannah.	1887	New York, Kingston & Syracuse:					
Mobile and Montgomery:						1st Mort. for \$4,000,000	2,500,000	7*	Jan. & July.	New York.	1902
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	New York, N. Haven & Hartford:					
2d Mortgage	800,000	8	"	"	1900	1st Mort. (Hartford & Portchester)	2,000,000	7	.....	New York.	1903
Mobile and Ohio:						New York and New England:					
1st Mortgage Sterling	5,086,000	6*	May & Nov.	Mob. & Lond.	1883	1st mortgage, old	923,000	7	March & Sept.	Boston.	1884
Interest bonds	1,524,800	8	"	Mobile.	76-83	1st mortgage, new	543,000	7	Jan. & July.	"	1905
Sterling Interest bonds	769,920	6*	"	London.	1883	New York and Oswego Midland:					
Tennessee Substitution Bonds	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1904
Special Mort. (Gainesville Br.)	55,000	8	May & Nov.	Mobile.	1877	2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895
2d Mortgage	1,435,358	8	March	"	1877	2d Mortgage non-convertible	1,500,000	7	"	"	1896
Consol. Mort. for \$15,000,000	977,550	7*	Jan. & July.	N. Y. & Lond.	1904	3d Mort., Equipment	8,800,000	7	.....	"	....
Convertible 3 per cent. bonds	977,550	8	M. J. S. & D.	New York.	....	1st Mort. (West. Extension)	2,425,000	7	.....	"	....
Montclair (N. Y. and O. Mid.):						Consolidated Mortgage	1,200,000	7	.....	"	....
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	New York, Providence & Boston:					
2d Mortgage	780,000	7	.....	"	....	1st Mortgage	70,000	6	Feb. & Aug.	New York.	1878
Income Mortgage	885,400	7	.....	"	....	Extension Bonds	250,000	6	May & Nov.	"	78-81
Montgomery and Erie (Erie):						General Mort. for \$1,000,000	837,000	7	Jan. & July.	"	1890
1st Mortgage	127,800	7	May & Nov.	New York.	1888	Norfolk & Petersburg (A. M. & O.):					
2d "	47,000	7	April & Oct.	"	1887	1st Mortgage	300,000	8	Jan. & July.	New York.	1877
Montgomery and Eufaula:						1st Mortgage	157,000	7	"	"	1877
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1888	2d Mortgage	454,000	8	"	Norfolk.	1893
1st Mortgage not endorsed	320,000	8	June and Dec.	"	1900	North Carolina:					
Monticello and Fort Jervis:						1st Mortgage	375,000	8	May & Nov.	Co's Shops, N. O.	1878
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	North Eastern (S. Car.):					
Morris and Essex (D. L. & W.):						1st Mortgage	820,000	8	March & Sept.	Charleston.	1890
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	2d Mortgage	282,500	8	"	"	1890
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	"	1891	North Missouri (St. L., K. C. & N.):					
Convertible bonds	354,000	7	Jan. & July.	"	1900	1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895
Construction bonds	873,000	7	Feb. and Aug.	"	1889	North Pennsylvania:					
Gen'l M. (1st on Bontoon Br.) gr.	4,991,000	7	April & Oct.	"	1901	1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885
Special Mortgage	1,025,000	7	"	"	1915	2d Mortgage	1,500,000	7	May & Nov.	"	1896
Consol. mort. for \$25,000,000 guar.	3,239,000	7	June & Dec.	"	1915	General Mortgage	2,035,000	7	Jan. & July.	"	1903
Nashville, Chattanooga & St. Louis:						North Shore (Flush., N. B. & Cent):					
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	74-85	1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887
2d Mort. (Held by U. S. Gov.)	1,000,000	4	"	"	51-91	Northern Central:					
New Mortgage	4,700,000	7	"	"	1913	1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.
Nashville and Decatur (L. & N.):						2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885
1st Mortgage sinking fund, guar.	1,000,000	7	Jan. & July.	New York.	1900	3d Mortgage Coupon	1,128,000	6	April & Oct.	Phila. & Balt.	1900
2d Mortgage gold	200,000	6*	April & Oct.	Nashville.	1887	Mortgage coupon	2,569,000	6*	Jan. & July.	Baltimore.	1900
Nashua and Lowell:						Mortgage registered	205,000	6*	April & Oct.	"	1900
Bonds for freight depot	200,000	6*	Feb. & Aug.	Boston.	1892	Consol. General Mort. S. F.	2,925,000	6*	Jan. & July.	Lond. & Balt.	1904
Newark & New York (O. of N. J.):						Second General Mort. coupon	3,000,000	6	"	Baltimore.	1920
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	Second General Mort. coupon	1,900,000	6	"	"	1920
Newark, Somerset & Stralville:						Northern New Jersey (Erie):					
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	1st Mortgage akg. fd. guar.	400,000	7	Jan. & July.	Jersey City.	1878
New Bedford:						Northern Pacific:					
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	1st Mort. on R. R. & lands gold	4,000,000	7.3*	Jan. & July.	New York.	1900
New Issue for \$300,000	400,000	7	"	"	1894	Northwestern Virginia:					
New Haven and Derby:						3d Mort., assumed by R. and O.	140,000	6	Jan. & July.	Baltimore.	1885
1st Mortgage	525,000	7	Various.	New Haven.	98-100	Northwestern Union (C. & N. W.):					
New H. Middle'n & Williman:						1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	Norwich & Worcester (B. H. & E.):					
2d Mortgage	2,000,000	7	.....	"	1881	1st Mort. Mass. Loan, akg. fd.	400,000	6*	Jan. & July.	Boston.	1877
New Haven and Northampton:						Construction Bonds	400,000	6	March & Sept.	"	1897
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	Syack and Northern:					
Convertible bonds, tax free	750,000	6	April & Oct.	"	80-82	1st Mortgage	150,000	7	Jan. & July.	New York.	1890
Holyoke and Westfield bonds	200,000	7	"	"	1891	Ogdensburg and Lake Champlain:					
New Jersey Midland (N. Y. & O. M.):						Equipment Mortgage	80,000	8	Jan. & July.	Boston.	1878
1st Mortgage gold, guar.	2,000,000	7*	Feb. & Aug.	New York.	1895	Equipment Mortgage	200,000	8	"	"	1879
2d Mortgage	1,500,000	7	"	"	1881	Sinking Fund Bonds	400,000	8	March & Sept.	"	1890
New Jersey and New York:						Ohio and Mississippi:					
1st Mortgage	500,000	7*	March & Sept.	N. Y. or Lond.	1893	Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898
New Jersey Southern:						Consolidated S. F. Mortgage	3,475,000	7	"	"	1898
1st Mortgage	2,000,000	7	May & Nov.	New York.	1889	Consolidated Mort., Sterling	112,000	7*	"	London.	1893
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	2d Consol. Mort. & S. F. Bonds	3,844,000	7	April & Oct.	New York.	1911
2d Mortgage	1,000,000	7	March & Sept.	"	1881	Income and Funded Debt Bonds	174,000	7	"	New York.	1882

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):							Philadelphia, Wilmington & Balt:						
1st Mortgage.....	500,000	7	April & Oct.	Philadelphia.	1898	53	Mortgage Loan, convertible....	285,000	6	Jan. & July.	Phila. & Balt.	1894	103 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	"	1897	104 1/2
1st Mort. Land Grant, Gold.....	16,000 pm	2 1/2	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	"	"	1892	104 1/2
Omaha and Southwestern:							Loan of 1875.....	800,000	6	"	"	1900	100 1/2
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1906	104 1/2	Pickering Valley (Phila. & Rdg):						
Orange, Alex. and Manassas—							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	63
See Wash. C. Va. Mid. & Gt. So.							Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)....	775,000	7	Jan. & July.	Philadelphia.	1899	....
1st Mortgage gold.....	10,950,000	7 1/2	April & Oct.	New York.	....	....	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	Monthly.	New York.	1896	92 1/2
Ozark Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1899	79 1/2
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1898	....	Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	"	1910	....
Oshkosh & Miss. (C. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1910	113
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1910	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1910	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1910	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1901	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1910	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1910	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1895	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1910	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1910	111 1/2
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bos.	1900	110 1/2	2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1910	....
Owensboro & Russellville:							2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1910	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series J).....	800,000	7	April & Oct.	"	1910	....
Pacific of Missouri:							2d Mortgage (Series K).....	800,000	7	May & Nov.	"	1910	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1895	99 1/2	2d Mortgage (Series L).....	800,000	7	June & Dec.	"	1910	....
2d Mortgage sinking fund.....	2,450,000	7	Jan. & July.	"	1891	87	2d Mortgage (Series M).....	800,000	7	April & Oct.	"	1910	108
3d Mortgage.....	4,000,000	7	May & Nov.	"	1895	....	Construction bonds of Jan. 1, 70	100,000	7	Jan. & July.	New York.	1897	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1895	....	Equipment bonds.....	1,000,000	6	March & Sept.	"	1894	....
Real Estate Bonds.....	800,000	6 1/2	May & Nov.	New York.	1892	70	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	"	1893	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Wash'ton & Baltimore:						
1st Mortgage gold for \$2,505,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'sville)....	4,000,000	7	Jan. & July.	Baltimore.	1898	83
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	....
General Mortgage, stg \$507,900.	2,889,330	7 1/2	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1899	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	"	Baltimore.	1893	....
1st Mortgage gold, S. F.....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,000,000.....	30,000 pm	7 1/2	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1899	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogdensburg (Me. & N. H.):						
Pemberton & Hights (U. C. of N. J.):							1st Mort. (Maine Section) gold.....	300,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1895	105	Consol. Mort. gold, for \$3,300,000	140,000	6 1/2	May & Nov.	"	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S. F.) 1st series	1,900,000	7 1/2	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N. Y. & Bos.	1901	46
1st Mortgage gold (S. F.) 2d series	2,000,000	7 1/2	Feb. and Aug.	New York.	1900	....	Portland and Oxford Central:						
2d Mortgage.....	640,000	7	Feb. and Aug.	New York.	1891	....	1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1903	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harris'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1890	104 1/2	1st Mort. (Portland Loan) sfg p'd	700,000	6	Jan. & July.	Boston.	1897	....
General Mortgage.....	10,909,700	6	J. A. J. & O.	Philadelphia.	1910	107 1/2	1st Mortgage (equal lien).....	100,000	7	April & Oct.	"	1897	....
(General Mortgage, registered.)							2d Mort. (Portland Loan).....	395,500	6	Mar. & Sept.	"	1891	....
Consolidated Mortgage.....	29,250,000	6 1/2	Jan. & July.	London.	1905	93	Port Royal (S. C.):						
State lien for \$7,500,000, sfg p'd	4,795,105	6 1/2	April & Oct.	Philadelphia.	77-90	....	1st Mortgage gold, sfg p'd.....	2,000,000	7 1/2	May & Nov.	N. Y. & Lond.	1899	....
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R. R.	500,000	7 1/2	"	"	1900	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1891	....	1st Mort. gold, guar. by Ga. R. R. & Conway	514,000	7	June and Dec.	Boston.	1893	50
Pennsylvania and Delaware:							1st Mort., guar. by Eastern R. R.						
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	919,000	7	April & Oct.	"	1903	....	1st Mort. gold, conv. & tax free..	644,500	7 1/2	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L. V.):							78,000	7	"	"	"	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	112 1/2	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1900	....
Peoria & Bureau Val. (O. R. L. & P.):							Stoughton Branch bonds.....	1,000,000	6	"	"	....	....
1st Mortgage guaranteed.....	800,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1892	....
1st Mortgage, traffic guarantee.....	277,000	8	Jan. & July.	Boston.	1878	100 1/2	Quincy and Palmyra.....	600,000	6	Feb. & Aug.	New York.	1892	....
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	"	1900	....	1st Mortgage, guaranteed.....	600,000	7	May & Nov.	New York.	1900	75
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free.	1,500,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	107
2d Mortgage.....	100,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkiomen (Phila. and Rdg):							1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1893	95
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	75	2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1894	....
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (Installments).....	341,500	8	Jan. & July.	New York.	79-99	84 1/2	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1890	113
2d Mortgage.....	500,000	8	"	"	1902	....	3d Mortgage.....	150,000	7	"	"	1897	....
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1890	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	....
Philadelphia and Baltimore Cent:							1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	"	1894	....
1st Mortgage (Penn. Div. 3d m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000.....	1,748,500	7	May and Nov.	"	1921	92
1st Mortgage (Md. Div. 3d m.)....	300,000	6	"	"	1891	....	New Gen'l Mort. for \$5,000,000.	1,992,000	6 1/2	"	"	....	....
2d Mortgage (Pa. & Md. 4d m.)....	400,000	7	"	"	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penna.):							Virginia State Loan, sfg fund..	600,000	6	Jan. & July.	Richmond.	1890	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	110	Virginia State guar. bonds.....	187,800	6	"	"	1879	....
1st Mortgage.....	5,000,000	6	"	"	1881	103	1st Mort. (Piedmont Branch)....	500,000	6	"	"	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	540,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,482,887	5	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,051,500	7	" " "	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	95,300	8	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,205,500	7	April & Oct.	" "	1902	....
2d Mort. (").....	17,500	6	" " "	" "	1879	....	Domestic (I.) Bonds.....	1,084,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island).....	116,000	6	June & Dec.	" "	1876	....	Domestic (K.) Bonds.....	65,500	6	Jan. & July.	" "	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold, tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W.D.) land grant, g'd tax fr.	5,500,000	8*	" " "	" "	1900	....	2d Mort. " " "	200,000	7	" " "	" "	1889	....
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	" "	1894	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	....	South and North Alabama:						
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	" "	1894	111	1st Mort. endor. by Ala. gold.....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	" "	1894	85	Sterling Mort. guar. by L. & N.	21,088,800	6*	May & Nov.	London.	....	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	" "	1894	....	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E).....	1,700,000	7	" " "	" "	1894	69	1st Mortgage gold, assumed.....	7,194,500	6*	Jan. & July.	New York.	1888	71
Equipment Mortgage.....	900,000	10	March & Sept.	" "	1894	....	South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	90
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	103	South Side, Va. (A., M. and O.):						
2d Mort. (").....	3,000,000	7	May & Nov.	" "	1897	56	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	92
1st Mort. L.G. (Arkansas Br.).....	2,500,000	7	June & Dec.	" "	1897	....	2d preferred bonds.....	621,000	6	" " "	" "	'84-'90	73
1st Mort. (Calro, Ark. & Tex.).....	1,500,000	7	" " "	" "	1897	....	3d preferred bonds.....	452,800	6	" " "	" "	'84-'90	65
Consolidated Mortgage.....	1,500,000	7	" " "	" "	1899	....	Southern Central (N.Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage.....	2,920,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7	March & Sept.	" "	1882	108
2d Mortgage.....	545,000	7	Jan. & July.	" "	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri).....	5,000,000	7	Jan. & July.	New York.	1895	101	Southern of L. L.:						
Real estate & 2d M. for \$3,000,000.	993,000	7	March & Sept.	" "	1899	....	1st Mortgage (South Side R. R.).....	750,000	7	March & Sept.	New York.	1887	....
St. Louis, Lawrence and Denver:							2d Mort., Slink. Fund.....	1,500,000	7	May & Nov.	" "	1900	80
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	" "	1890	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" " "	" "	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash).....	1,000,000	7	Jan. & July.	" "	1897	....	1st Mortgage gold for \$25,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	" "	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold.....	625,000	7	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7	" " "	" "	1890	....
2d Mortgage, (A.) guaranteed.....	1,800,000	7	May & Nov.	" "	1898	....	South Western (Gen. of Ga.):						
2d Mortgage (B.) convertible.....	1,900,000	7	" " "	" "	1899	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Louis and San Francisco:							1st Mortgage (Muscoogee) conv.....	300,000	7	" " "	" "	'72-'76	....
2d Mortgage A.....	293,200	6	May & Nov.	New York.	1906	....	Spartanburg and Union:						
2d Mort. B. & C. gold.....	4,771,000	....	" " "	" "	1906	....	1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	" " "	" "	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watsh) 80m.	366,000	7	Jan. & July.	" "	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (" do.) & 1st land gr.	1,148,780	7	June & Dec.	" "	1892	....	Springfield & Illinois S. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7	Feb. & Aug.	New York.	1899	....
2d M. (" do.) R.R. & Lands.	8,500,000	7	" " "	" "	....	....	2d Mortgage gold, tax free.....	446,000	7	April & Oct.	" "	1900	....
General Mortgage for \$15,000,000.	....	7	" " "	" "	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund.....	500,000	7	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	56
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Stanstead, Shefford and Chambly:						
Salem and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	80	Sullivan (Central Verm.):						
Band, Mansfield & Newark (B&O):							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Baratoga & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Savannah, Albany & Gulf (A & G):							1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	97
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold.....	1,200,000	7	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	300,000	6*	" " "	" "	1891	....
State guaranteed (C. & S.) bonds.	506,000	6	March & Sept.	Charleston.	1877	....	Suspens. Bridge & Erie June. (E.):						
Funded Interest bonds, guar.....	111,800	7	" " "	New York.	1889	....	1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
Savannah, Griffin & North Ala.:							Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage for \$500,000 guar.....	182,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Savannah and Memphis:							2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
1st Mort., gold, endor. by State.	15,000pm	6*	May and Nov.	New York.	1890	....	Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.):							1st Mort. gold, for \$500,000.....	500,000	7	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	400,000	7	Jan. & July.	New York.	1900	....	Tebow and Neosho (M. K. & T.):						
Schoolcraft & Three R. (LS & MS):							1st Mortgage gold, skg fund.....	1,163,000	7	June & Dec.	New York.	1903	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Bonds of 1873 for \$1,500,000.....	616,000	7	" " "	" "	1894	....
Seima and Gulf:							Texas and Pacific:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage, 8,000 per mile.....	3,555,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	....
Seima, Marion and Memphis:							Consolidated Mortgage.....	7,845,000	6*	June & Dec.	" "	1905	....
1st Mort. guar. by Ala.....	15,000pm	8	March & Sept.	New York.	1889	....	Income and Land Grant.....	7,339,805	7	July.	N. Y. & Phil.	1915	....
Seima, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,500,000	7	Jan. and July.	....	1906	42
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	320,000	10	" " "	" "	1881	....	1st Mortgage (Eastern Div.).....	1,000,000	7	June & Dec.	New York.	1894	88
Shamokin Valley & Pottsville (N.C.):							1st Mortgage (Western Div.).....	1,600,000	7	Feb. and Aug.	" "	1896	90
1st Mortgage, on road and lands.	2,000,000	7	Jan. & July.	Philadelphia.	1901	97	2d Mort. conv. (").....	1,300,000	7	April & Oct.	" "	1886	28
Shenandoan													

The Letter (e) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due	Price.
			When.	Where.		
Troy & Bennington (T. & B.): 1st Mortgage skg fund, guar.....	\$9,700	7	Jan. & July.	Troy.	1875	....
Troy and Boston: 1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	" "	" "	1885	....
3d Mortgage.....	650,000	7	April & Oct.	" "	1875	....
Convertible Bonds.....	648,800	7	May and Nov.	" "	1882	....
Troy, Salem & Rutland(R. & Sar.): 1st Mortgage, guaranteed.....	550,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot): 1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1875	....
Tuckerton: 1st Mortgage.....	403,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific: 1st Mortgage gold, tax free.....	27,232,000	6½	Jan. & July.	N.Y. & Bosk.	'96-'99	1041
1st Mort. Land Grant.....	1,374,000	7	Apr. and Oct.	" "	1887	1044
2d Mortgage (Gov. subsidy).....	27,238,512	6	Jan. & July.	U.S.Treasury.	'96-'99	1041
3d Mortgage Sinking Fund.....	14,046,000	8	March & Sept.	New York.	1894	99
Omaha Bridge Bonds Sterling.....	2,319,000	8½	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.): 1st Mortgage gold, tax free.....	1,600,000	6½	May and Nov.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.&T.): 1st Mortgage gold, skg fund.....	3,220,000	6½	Jan. & July.	New York.	1899	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1896	60
United N.J.R.R. & Canal Co.: Loan of 1901 (United Company's) Sterling Loan \$258,200 (U.Co.) Sterling Loan \$260,000 ("") Loan of 1894 Sk.Fund(" ")	3,000,000 1,844,000 1,800,000 2,000,000	6½ 6½ 6½ 6	March & Sept. " " " " Apr. and Oct.	Philadelphia. London. " " Philadelphia.	1901 1894 1894 1894	104
Loan of 1888 (United Compn's)	154,000	6	Feb. and Aug.	" "	1888	96
Bond to State of N.Jer.(U.Co.)	600,000	7	(Due 90 days after demand.)	" "	1883	....
Sterling S.F., \$262,000 (C.&A.M.)	1,310,000	6½	Feb. and Aug.	London.	1890	....
Loan of 1883(Camden & Amby')	1,760,000	6	" "	Philadelphia.	1883	102
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	102
Mortg. Loan " "	5,000,000	6	May and Nov.	Philadelphia.	1889	109
Loan of '78 (N.J.R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....
Bond to State of N.J. (do.)	100,000	7	Apr. and Oct.	N.Y. (Over Due.)	....	....
Utah Central: 1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern: 1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River: 1st Mortgage.....	200,000	7	Jan. & July.	N.Y. & Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira: 1st Mortgage, Sterling.....	1,500,000	7½	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt. Vermont and Massachusetts: 1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free.....	200,000	7	" "	" "	1879	104
Convertible bonds.....	150,000	7	" "	" "	1885	103
Vicksburg and Meridian: General 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
2d series (blue).....	850,000	7	" "	" "	1890	....
Mortgage 3d series (black).....	138,000	7	" "	" "	1890	....
4th series(not end.).....	1,141,700	7	Apr. and Oct.	" "	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	" "	1890	....
Vineyard: 1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee(A.M.&O.): 1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	....
3d Mortgage.....	990,000	6	" "	" "	1884	89
5th Mortgage.....	949,000	6	March & Sept.	" "	1900	92
Registered Certificates.....	54,911	8	Jan. and July.	" "	1875	....
Funded Interest.....	226,900	8	" "	" "	1880	....
Walkkill Valley (Erie): 1st Mortgage gold, tax free.....	810,500	7½	Apr. and Oct.	New York	1901	....
Warren(D.L.&W.): 1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	780,000	7	May and Nov.	" "	1900	106
Warren & Franklin(P.T. & B.): 1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1892	77
Warwick Valley (Erie): 1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley: 1st Mortgage.....	150,000	9½	May and Nov.	New York.	1893	....
Washington City,Va. Mid. & Gt.Sc.: 1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1892	80
2d Mort. ("")	280,000	7	" "	" "	1891	....

as *esmeralda* ("emerald") occurring in the column headed "Rolling Stock" signifies that the east tier of is included, in that headed "Railroad." A dash (—) preceding the column signifies "all," and running dots (....) signify "not ascertained."

[illegible]

100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100</
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-------

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Abstract of General Balance Sheet.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Property and Assets.										Liabilities.					Operations.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Rolling Stock.										Accounts and Cash.					Stocks.					Bonds.					Accounts.					Surplus Income.					Railroad Operated.					Trains Moved.					Passengers.					Freight.					Gross.					Net.					Dividends.					Market.					Par.					Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Main Line.										Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.					Engines.					Pass.					Freight.					Oars.					Main Line.					Branch Line.					2d Track and Sidings.					Railroad in progress.				

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Railroad	Rolling Stock	Abstract of General Balance Sheet	Operations	Earnings	Value
<p>the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."</p> <p>Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "2."</p>					

[illegible]

Year	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247	3248	3249	3250	3251	3252	3253	3254	3255	3256	3257	3258	3259	3260	3261	3262	3263	3264	3265	3266	3267	3268	3269	3270	3271	3272	3273	3274	3275	3276	3277	3278	3279	3280	3281	3282	3283	3284	3285	3286	3287	3288	3289	3290	3291	3292	3293	3294	3295	3296	3297	3298	3299	3300	3301	3302	3303	3304	3305	3306	3307	3308	3309	3310	33
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	----

Lebanon Springs Railroad.

The Boston Journal says that notwithstanding the recent decision of the Supreme Court of Vermont, practically affirming the validity of the bonds issued in aid of the Lebanon Springs Railroad, the aggrieved bonded towns of Wallingford, Mount Tabor, Dorset, Arlington, Shaftsbury and Bennington still hold out, and committees to take the matter in hand and report at the coming March meeting from all the towns except Dorset held a conference at Bennington on the 7th inst., at which the general sentiment was voiced in declaring the bonds an unwarranted swindle. After consultation with lawyers the payment of the debt or accrued interest was postponed. Some of the towns are quite bitter over the situation, and propose to exhaust every legal defence before submitting. Bennington has already paid about \$8,000 in fighting her part.

Statement of the Public Debt of the United States, February 1, 1878.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$260,000 00	\$1,083 33
6 per cent. 1881 bonds, 1861.....	18,415,000 00	92,075 00
6 per cent. bonds, 1881 (Oregon), 1861.....	945,000 00	4,725 00
6 per cent. 1881 bonds, 1861.....	189,321,350 00	946,008 75
6 per cent. 1881 bonds, 1863.....	75,000,000 00	375,000 00
5 per cent. 10-40 bonds, 1864.....	194,566,300 00	4,053,494 58
6 per cent. consols, 1865.....	115,902,250 00	684,516 25
6 per cent. consols, 1867.....	310,617,300 00	1,553,098 00
6 per cent. consols, 1868.....	37,465,300 00	187,328 50
5 per cent. funded loan of 1881.....	508,440,350 00	5,355,804 37
4 per cent. funded loan of 1891.....	200,000,000 00	1,500,000 00
4 per cent. funded loan of 1907.....	75,000,000 00	250,030 00

Aggregate of debt bearing coin interest.....	\$1,726,933,750 00	\$15,903,987 75
Interest due and unpaid.....		5,924,186 32

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1865.....	\$14,000,000 00	\$35,000 00
--	-----------------	-------------

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837.....	\$57,885 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	23 00
6 per cent. bounty land scrip, 1847.....	3,400 00	216 55
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent. bonds, of 1855.....	8,000 00	.....
6 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	449,500 00	472 14
6 per cent. 5-20 bonds, called June, 1864.....	124,650 00	345 91
6 per cent. 5-20 bonds, called 1865.....	808,250 00	80,625 45
6 per cent. Consol. bonds, called, 1865.....	9,453,700 00	331,797 83
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,688 06
1-10 to 6 per cent. treasury notes, 1846.....	8,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 4 per cent. treasury notes, 1857.....	1,900 00	105 00
6 per cent. treasury notes, 1861.....	3,900 00	264 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,800 00	1,148 16
5 per cent. 1 year notes, 1863.....	53,255 00	2,674 85
6 per cent. 2 year notes, 1863.....	39,850 00	2,260 80
6 per cent. compound interest notes, 1863-64.....	283,360 00	47,290 03
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	163,900 00	9,079 78
6 per cent. certificates of indebtedness, 1864-65.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	3,000 00	256 08
2 per cent. certificates called.....	5,600 00	394 31

Aggregate of debt on which interest has ceased since maturity.....	\$11,599,620 26	\$558,103 25
--	-----------------	--------------

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$38,497 50
Legal tender notes, 1862-63.....	\$48,110,424 00
Certificates of deposit.....	\$1,115,000 00
Fractional currency, 1863-64.....	17,471,919 72
Gold certificates, 1865.....	42,733,900 00
Unclaimed interest.....	7,207 03

Aggregate of debt bearing no interest.....	\$60,454,641 22	\$7,207 03
--	-----------------	------------

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$748,607,100 00	
Bonds at 5 per cent.....	703,266,050 00	
Bonds at 4 per cent.....	200,000,000 00	
Bonds at 4 per cent.....	75,000,000 00	
	\$1,726,933,750 00	\$21,827,124 10

Debt bearing interest in lawful money, viz:		
Navy pension fund, 3 per cent.....	14,000,000 00	35,000 00
Debt on which interest has ceased since maturity.....	11,599,620 26	558,103 25

Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$349,173,921 50	
Certificates of deposit.....	31,115,000 00	
Fractional currency.....	17,471,919 72	
Gold certificates.....	42,733,900 00	
	\$440,494,641 22	

Unclaimed interest.....		7,207 03
-------------------------	--	----------

Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,193,028,011 45	\$22,427,834 38
	\$2,215,455,945 86	

AMOUNT IN TREASURY.

Coin.....	\$126,892,989 47
Currency.....	3,170,490 13
Currency held for redemption of fractional currency.....	10,000,000 00
Special deposit held for redemption of certificates of deposit as provided by law.....	\$1,115,000 00
	\$171,168,479 60

Debt, less amount in Treasury, Feb. 1, 1878.....	\$2,044,297,366 26
Debt, less amount in Treasury, on the 1st ult.....	2,045,955,442 79

Decrease of debt during the past month.....	\$1,608,078 53
Decrease of debt since June 30, 1877.....	15,870,867 00

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,886,120 00	\$139,425 60
Kansas Pacific bonds, 1862-64.....	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.....	27,236,512 00	136,182 60
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	8,000 00
Western Pacific bonds, 1862-64.....	1,970,500 00	9,852 80
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	8,141 60

Totals.....	\$64,623,512 00	\$323,117 50
-------------	-----------------	--------------

Interest paid by United States, \$37,896,334 50; interest repaid by transportation of mails, &c., \$9,004,872 22; balance of interest paid by United States, \$28,889,472 28.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, January 31, 1878.

JOHN SHERMAN,
Secretary of the Treasury.

At the annual meeting of the stockholders of the Boston and Albany Railroad Co., held in Boston on the 13th inst., the following directors were unanimously elected: Chester W. Chapin, of Springfield; D. Waldo Lincoln, of Worcester; Ignatius Sargent, of Brookline; George O. Crocker, of New Bedford; Moses Kimball, of Boston; Henry Colt, of Pittsfield; Edward B. Gillett, of Westfield, and John Cummings, of Woburn. The receipts for the four months ending January 31, 1877, were \$2,100,775; for the four months ending January 31, last, \$2,394,422. The expenditures for the same four months of 1877 were \$1,777,983; in 1878, \$1,733,672.

The Dallas, Palestine and Southeast Texas Railroad Company was organized on the 18th of January by the election of the following officers: President, S. B. Buckner, of Louisville, Ky.; Vice President, Julius E. Schneider; Secretary, W. S. J. Duncan. The road is to run from Dallas via Palestine to the southeast border of the State, and thence ultimately to New Orleans.

The sale of the property and franchises of the West Wisconsin Railroad is to take place, in pursuance of the decree of foreclosure, on the 1st of March next.

Philadelphia Stock Exchange.

Closing Prices for the week ending Feb. 12.

	W. S. Th. 7.	F. S. Sat. 9 M. 11 Tu. 12.
Allegheny Val. 7 3-10.....	88	88
7s, Income.....	109	109
Camden & Am. 6s, 1885.....	109	109
6s, 1880.....	109	109
Mort. 6s, 1889.....	109	109
Camden and Atlantic.....	30	30
Preferred.....	29	29
1st mortgage.....	33	33
2d mortgage.....	33	33
Catawissa.....	7	7
Preferred.....	33	33
New preferred.....	102	102
7s, new.....	103	103
Del. & Bound Brook.....	103	103
7s.....	103	103
Elmira & Williamsport.....	103	103
Preferred.....	103	103
7s, new.....	103	103
Hunt. & B. Top Mt.....	103	103
Preferred.....	103	103
2d mortgage.....	103	103
Lehigh Navigation.....	17	17
6s, 1884.....	104	104
Gold Loan.....	88	88
Railroad Loan.....	104	104
Conv. Gold Loan.....	104	104
Lehigh Valley.....	29	29
6s, new, coupon.....	38	38
6s, new, registered.....	38	38
7s.....	110	110
Consol. mort. 6s.....	111	111
Little Schuylkill.....	96	96
44.....	96	96
Miner & Sch. Haven.....	48	48
North Pennsylvania.....	37	37
1st mortgage 6s.....	109	109
2d mortgage 7s.....	109	109
Gen'l mort. 7s, coup.....	104	104
Gen'l Mort. 7s, reg.....	104	104
Northern Central.....	14	14
Pennsylvania R. R.....	29	29
1st mortgage.....	104	104
Gen'l mortgage.....	107	107
Gen'l mort. reg.....	109	109
Consol. mort. 5s, reg.....	93	93
Penn. & N. Y. Canal 7s.....	112	112
Penn. State 6s, 2d series 104.....	103	103
do. 3d series.....	113	113
do. 6s, new.....	111	111
Philadelphia City 6s.....	109	109
6s, new.....	113	113
Phila. and Reading.....	15	15
Debtenture bonds.....	15	15
7s, of 1893.....	112	112
7s, new convertible.....	112	112
Gen'l mortgage 7s.....	100	100
Gen'l mortgage, reg.....	100	100
Philadelphia and Erie.....	5	5
1st mortgage, 6s.....	103	103
2d mortgage, 7s.....	93	93
Pittab., Cin. & St. L. 7s.....	79	79
Pittab., Titusv. & Buff.....	6	6
7s.....	47	47
Schuylkill Navigation.....	48	48
Preferred.....	90	90
6s, 1872.....	90	90
6s, 1882.....	90	90
6s, 1895.....	119	119
United Co. of N. Jersey 119.....	119	119
Hestonville, (Horse) 7s.....	8	8
Chestnut & Wal. (do.).....	60	60
German town (do.).....	60	60
Green and Coates (do.).....	38	38
Lombard & St. H. (do.).....	30	30
2d and 3d streets (do.).....	30	30
Spruce and Pine (do.).....	30	30
15th and 16th sts (do.).....	35	35

Baltimore Stock Exchange.

Closing Prices for the week ending Feb. 12.

	W. S. Th. 7.	F. S. Sat. 9 M. 11 Tu. 12.
Baltimore and Ohio.....	87	87
6s, 1880.....	101	101
6s, 1885.....	101	101
Central Ohio.....	100	100
1st mortgage.....	100	100
Marietta & Cincinnati.....	82	80
1st mortgage, 7s.....	80	80
2d mortgage, 7s.....	30	28
3d mortgage, 6s.....	13	12
Northern Central.....	16	15
2d mortgage, 6s 1885.....	.....	.....
3d mortgage, 6s, 1900.....	.....	.....
6s, 1900, Gold.....	.....	.....
Orange and Alex. 1st.....	.....	.....
2d mortgage, 6s.....	.....	.....
3d mortgage, 6s.....	.....	.....
4th mortgage, 6s.....	.....	.....
O. Alex. & Manassas 7s.....	.....	.....
Pittab. & Connellsv. 7s.....	92	87
Virginia 6s, Consol.....	55	55
Consol. Coupons.....	69	69
Deferred Certificates.....	4	4
Western Maryland.....	.....	.....
1st M., end. by Balt.....	.....	.....
2d M., do.....	.....	.....
3d M., do.....	.....	.....
1st M., unendorsed.....	.....	.....
2d M., end. Wash. Co.....	.....	.....
3d M., preferred.....	.....	.....
City Passenger R. R.....	.....	.....

New York Stock Exchange.

Closing Prices for the week ending Feb. 13.

	Th.7.	F.S.	Sat.9.	M.11.	Tu.12.	W.13.
Adams Express.....	101	103	103	102	102	101
Albany and Susq.....	74	75	75	75	75	75
1st mortgage.....	100	100	100	100	100	100
2d mortgage.....	99	99	99	99	99	99
American Express.....	49	49	49	49	49	49
Am. Dock and Imp. Co.....	44	44	44	44	44	44
Atlantic & Pacific Tel. Co.....	22	22	22	22	22	21
Burl. C. R. & Nor.....	22	22	22	22	22	21
1st mortgage.....	65	65	65	65	65	65
Central of N. Jersey.....	17	17	17	16	16	16
1st mortgage.....	110	110	110	110	110	110
7s, consolidated.....	67	67	67	67	67	67
7s, convertible.....	65	65	65	65	65	65
Central Pacific Co., gold 104.....	104	104	104	104	104	106
1st M. (San Joaquin).....	86	86	86	86	86	85
1st M. (Cal. and Or.).....	85	85	85	85	85	85
Land grant.....	77	77	77	77	77	77
Chicago and Alton.....	77	77	77	77	77	77
Preferred.....	101	101	101	101	101	101
1st mortgage.....	101	101	101	101	101	101
Sinking Fund.....	101	101	101	101	101	101
Income bonds.....	101	101	101	101	101	101
Chic. Burl. & Quincy 102.....	104	104	104	104	104	103
7s Consol. 1905.....	103	103	103	103	103	103
7s, 1885.....	103	103	103	103	103	103
Chic. & Milwaukee 1st.....	37	37	37	37	37	37
Chic., Mil. and St. Paul 37.....	37	37	37	37	37	37
Preferred.....	65	65	65	65	65	65
1st mortgage.....	117	117	117	117	117	117
2d mortgage.....	100	100	100	100	100	100
7s, gold.....	97	97	97	97	97	97
1st M. (La Crosse div.).....	105	105	105	105	105	105
1st M. (I. and M. div.).....	90	90	90	90	90	90
1st M. (I. and D. div.).....	90	90	90	90	90	90
1st M. (H. & D. div.).....	90	90	90	90	90	90
1st M. (C. & M. div.).....	90	90	90	90	90	90
Consolidated S. F. 93.....	93	93	93	93	93	93
Chic. & Northwestern 35.....	34	34	34	34	34	34
Preferred.....	61	61	61	61	61	61
1st mortgage.....	60	60	60	60	60	60
Sinking Fund.....	61	61	61	61	61	61
Consolidated 7s.....	108	108	108	108	108	108
Consol. Gold bonds.....	93	93	93	93	93	93
Do. reg.....	93	93	93	93	93	93
Chic. Rock Isl. & Pac. 99.....	98	98	98	98	98	98
7s, 1890.....	98	98	98	98	98	98
6s, S. F.....	107	107	107	107	107	107
6s, 1917.....	107	107	107	107	107	107
Clev. Col. C. and Ind. 94.....	34	34	34	34	34	34
1st mortgage.....	72	72	72	72	72	72
Clev. & Pittsburg guar. 72.....	72	72	72	72	72	72
7s, Consolidated.....	70	70	70	70	70	70
4th mortgage.....	70	70	70	70	70	70
Clev. P. and Ash. 7s.....	70	70	70	70	70	70
7s, new.....	70	70	70	70	70	70
Col. Chl. & Ind. Cent. 2.....	2	2	2	2	2	2
1st mortgage.....	48	48	48	48	48	48
2d mortgage.....	48	48	48	48	48	48
Del. & Hudson Canal. 48.....	48	48	48	48	48	48
Reg. 7s, 1891.....	97	97	97	97	97	97
Reg. 7s, 1894.....	97	97	97	97	97	97
Del. Lack. & Western. 49.....	49	49	49	49	49	49
2d mortgage.....	104	104	104	104	104	104
7s, Convertible.....	104	104	104	104	104	104
Det. Mon. & Tol. 1st. 104.....	104	104	104	104	104	104
Det. of Columbia 3-6s.....	77	77	77	77	77	77
Erie Railway.....	9	9	9	9	9	9
Preferred.....	22	22	22	22	22	22
1st mortgage.....	106	106	106	106	106	106
2d mortgage.....	107	107	107	107	107	107
3d mortgage.....	107	107	107	107	107	107
4th mortgage.....	104	104	104	104	104	104
5th mortgage.....	104	104	104	104	104	104
Great Western 1st mort. 99.....	99	99	99	99	99	99
2d mortgage.....	99	99	99	99	99	99
Hannibal & St. Joseph.....	11	11	11	11	11	11
Preferred.....	25	25	25	25	25	25
8s, Convertible.....	80	80	80	80	80	80
Hudson River 2d mort.....	111	111	111	111	111	111
Illinois Central.....	76	76	76	76	76	73
Kansas Pacific.....	71	71	71	71	71	71
Lake Shore & Mich. So. 62.....	61	61	61	61	61	61
Consol. 7s.....	110	110	110	110	110	110
Consol. 7s, reg.....	110	110	110	110	110	110
2d Consolidated.....	96	96	96	96	96	96
Lake Shore Div. bonds.....	109	109	109	109	109	109
Leh. & W.B. 7s, Con.....	35	35	35	35	35	35
Long Dock bonds.....	109	109	109	109	109	109
L'ville & Nash. 7s Cons.....	104	104	104	104	104	104
Michigan Central.....	60	60	60	60	60	60
7s, 1902.....	109	109	109	109	109	109
8s, 1882.....	111	111	111	111	111	111
M. B. and N. I. 1st, S. F.....	74	74	74	74	74	74
2d mortgage.....	117	117	117	117	117	117
Morris and Essex.....	74	74	74	74	74	74
1st mortgage.....	103	103	103	103	103	103
2d mortgage.....	103	103	103	103	103	103
7s of 1871.....	94	94	94	94	94	94
7s, Consolidated.....	87	87	87	87	87	87
N. Y. Cent. & Hud. Riv 104.....	104	104	104	104	104	104
7s, Sinking fund, 1876.....	104	104	104	104	104	104
6s, Sinking fund, 1888.....	104	104	104	104	104	104
6s, Sinking fund, 1887.....	104	104	104	104	104	104
1st mortgage reg.....	110	110	110	110	110	110
N. York and Harlem.....	142	142	142	142	142	142
Preferred.....	119	119	119	119	119	119
1st mortgage.....	119	119	119	119	119	119
1st mortgage, reg.....	119	119	119	119	119	119

New York Stock Exchange.

Closing Prices for the week ending Feb. 13.

	Th.7.	F.S.	Sat.9.	M.11.	Tu.12.	W.13.
New Jersey.....	130	130	130	130	130	130
N. Y. N. Haven & Hart.....	158	158	158	158	158	158
North Missouri 1st M.....	103	103	103	103	103	103
Ohio and Mississippi.....	8	8	8	8	8	8
Preferred.....	77	77	77	77	77	77
2d mortgage.....	62	62	62	62	62	62
Consolidated 7s.....	96	96	96	96	96	96
Consol. Sinking fund.....	31	31	31	31	31	31
Ontario Silver.....	82	82	82	82	82	82
Pacific Mail S. S. Co.....	22	22	22	22	22	22
Pacific R. R. of Mo.....	22	22	22	22	22	22
1st mortgage.....	99	99	99	99	99	99
2d mortgage.....	87	87	87	87	87	87
Panama.....	122	122	122	122	122	122
Pitts., Ft. W. & Chi. 94.....	94	94	94	94	94	94
1st mortgage.....	113	113	113	113	113	113
2d mortgage.....	112	112	112	112	112	112
3d mortgage.....	111	111	111	111	111	111
Pullman Palace Car.....	17	17	17	17	17	17
Quicksilver Mining Co. 17.....	18	18	18	18	18	18
Preferred.....	17	17	17	17	17	17
St. L., Alton and T. H.....	12	12	12	12	12	12
Preferred.....	12	12	12	12	12	12
1st mortgage.....	103	103	103	103	103	103
2d mort. preferred.....	103	103	103	103	103	103
Income bonds.....	103	103	103	103	103	103
St. L. Iron Mt. & S. Van.....	103	103	103	103	103	103
2d mortgage.....	103	103	103	103	103	103
St. L. Jack. & Chi. 1st.....	103	103	103	103	103	103
St. L. Kan. City & N.....	22	22	22	22	22	22
Preferred.....	22	22	22	22	22	22
Tol. P. & War. 1st E.D.....	67	67	67	67	67	67
1st mort. West. Div.....	67	67	67	67	67	67
Union Pacific.....	104	104	104	104	104	104
1st mortgage.....	104	104	104	104	104	104
Land Grant 7s.....	104	104	104	104	104	104
Sinking Fund 8s.....	95	95	95	95	95	95
United States Express.....	49	49	49	49	49	49
Wabash.....	15	15	15	15	15	15
1st mortgage.....	101	101	101	101	101	101
2d mortgage.....	72	72	72	72	72	72
7s, Consolidated.....	57	57	57	57	57	57
St. Louis Division.....	103	103	103	103	103	103
Wells-Fargo Express.....	85	85	85	85	85	85
Western Pacific bonds.....	101	101	101	101	101	101
Western Union Tel.....	77	77	77	77	77	77
7s, S. F. conv., 1900.....	103	103	103	103	103	103

Boston Stock Exchange.

Closing Prices for the week ending Feb. 13.

	Th.7.	F.S.	Sat.9.	M.11.	Tu.12.	W.13.
Atch., Top. and Sap. Fe. 91.....	91	91	91	91	91	91
1st mortgage.....	90	90	90	90	90	90
2d mortgage.....	48	48	48	48	48	48
Land Grant 7s.....	83	83	83	83	83	83
Income 12s.....	119	119	119	119	119	119
Boston and Albany.....	120	120	120	120	120	121
7s, reg.....	116	116	116	116	116	116
6s, 1895.....	116	116	116	116	116	116
Boston and Lowell.....	76	76	76	76	76	76
7s.....	109	109	109	109	109	109
Boston and Maine.....	99	99	99	99	99	100
Boston and Providence.....	107	107	107	107	107	107
Boston, Hart. & Erie 7s.....	111	111	111	111	111	111
Boston Water Power.....	2	2	2	2	2	2
Burl. & Mo. R. L. G. 7s.....	57	57	57	57	57	57
Burl. & Mo. R. L. in Neb. 57.....	57	57	57	57	57	57
8s, old.....	110	110	110	110	110	110
8s, new.....	104	104	104	104	104	104
Chl., Burl. and Quincy 102.....	104	104	104	104	104	104
7s.....	109	109	109	109	109	109
7s, new.....	109	109	109	109	109	109
Cin., Sand. and Clev.....	73	73	73	73	73	73
Concord (\$50).....	61	61	61	61	61	61
Connecticut River.....	61	61	61	61	61	61
Eastern.....	61	61	61	61	61	61
Scrap.....	61	61	61	61	61	61
New 34 Bonds.....	55	55	55	55	55	55
Fitchburg.....	113	113	113	113	113	113
Kan. C. Top. & West.....	113	113	113	113	113	113
1st mortgage.....	62	62	62	62	62	62
Michigan Central.....	60	60	60	60	60	60
Nashua and Lowell.....	60	60	60	60	60	60
Norfolk and Worcester.....	81	81	81	81	81	81
Ogden & Lake Cham 32.....	32	32	32	32	32	32
Preferred.....	103	103	103	103	103	103
Old Colony.....	94	94	94	94	94	94
7s.....	94	94	94	94	94	94
Ph., Wtl. & Balt. (\$50) 63.....	63	63	63	63	63	63
Portl'd, Saco & Ports.....	63	63	63	63	63	63
Pueblo & Ark. Val.....	63	63	63	63	63	63
7s.....	84	84	84	84	84	84
Pullman Palace Car.... 74.....	74	74	74	74	74	74
Union Pacific.....	65	65	65	65	65	65
6s.....	104	104	104	104	104	104
Land Grant 7s.....	102	102	102	102	102	102
Sinking Fund 6s.....	92	92	92	92	92	92
Vermont and Canada.....	92	92	92	92	92	92
Vermont and Mass.....	111	111	111	111	111	111
Worcester and Nashua.....	40	40	40	40	40	40
Cambridge (Horse).....	59	59	59	59	59	59
Metropolitan (").....	50	50	50	50	50	50
Middlesex (").....	50	50	50	50	50	50
Central Mining Co.....	50	50	50	50	50	50
Calumet and Hecla.....	17	17	17	17	17	17
Copper Falls.....	3	3	3	3	3	3
Franklin.....	3	3	3	3	3	3
Quincy.....	3	3	3	3	3	3

and prices have been quoted stronger, though yet somewhat irregular. The offerings of bonds have been on a restricted scale. At the close on Wednesday the current quotations were as follows:

United States 6s, 1881, registered, 105½@106; do. coupon, 105½@106; do. 1885, new, registered, 103½@103½; do. coupon, 103½@103½; do. 1867, registered, 105½@105½; do. coupon, 105½@105½; do. 1868, registered, 108½@108½; do. coupon, 108½@108½; do. ten-forties, registered, 104½@104½; do. coupon, 107½@107½; do. five per cents, 1881, registered, 104½@104½; do. coupon, 104½@104½; do. 4½ per cents, 1891, registered, 103½@103½; do. coupon, 103½@103½; do. 4 per cents, 1907, reg., 101½@101½; do. small, 102½@102½; \$500 and \$1,000, coupon, 102½@102½; do. sixes, currency, 118½@118½.

The amount of U. S. bonds held by the Treasurer of the United States as security for the National Bank circulation is \$345,959,500, and \$13,493,000 as security for public deposits.

The outstanding amount of legal tender notes is \$349,110,424. The National bank circulation is now \$320,743,690 of currency notes and \$1,432,120 of national gold bank notes. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$3,640,000.

On Wednesday of this week, the cash balances in the National Treasury were of currency, \$4,006,833; special fund for the redemption of fractional currency, \$10,000,000; special deposit of legal tenders for the redemption of certificates of deposit, \$33,085,000; coin—including \$47,549,600 in coin certificates—\$130,723,604.

A fair inquiry has been reported for State bonds which have been offered with reserve, and toward the close, quoted somewhat stronger in price. Railway Mortgage loans have been in generally very good demand especially the favorites of the actual interest bearing loans, which have been purchased to a liberal aggregate on investment account. And in the line of Railway and Miscellaneous share property business has gained in volume, confidence and buoyancy as the week advanced, influenced, in part, by the ease in Money, the calmer political temper at home and abroad, the somewhat improved outlook of commercial interests, and the manifest hesitancy on part of operators against values, to pervade in their manipulations, caused doubtless in part at least by the apprehension that with the revival of the Spring trade, the market would develop more strength than they easily could find means or opportunity to control. The final dealings were indicative of activity and firmness in the general list.

The income of the Government from internal revenues last week was about two millions, and from Customs last week again about three millions.

Cable reports as to the position of affairs in Europe have been the main influence in shaping the course of Gold, which has been more active, and quoted higher. The speculative temper has been more confident especially toward the close. The custom drain has been heavier. The extremes of the price during the week have been 101½@

102½, closing on Wednesday at 102½ as against 102 on Wednesday of the preceding week. The specie outflow last week was only \$263,000—making the total exports of specie hence since January 1, \$1,818,946 against \$1,888,616 the same time in the preceding year. The imports of specie at this port last week reached (mainly from England) the very liberal aggregate of \$1,971,384, and since January 1st have been \$2,793,986 as against \$1,893,778 same time in the preceding year. The Customs demand for gold last week reached \$2,208,562 or an average of \$368,094 per day.

Foreign Exchange has been very moderately sought after, and quoted barely steady on comparatively liberal offerings of prime bills. Bankers' sixty day bills on London closed on Wednesday at \$4 81½@4 82½; sight bills on London at \$4 82½@4 83½ to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$3,849,682 as against \$4,570,886 the corresponding week of 1877. The week's import entries of Foreign Merchandise at New York included \$1,958,119 of Dry Goods, and \$1,891,563 of General Merchandise. The week's export of Domestic Produce and Miscellaneous Goods from this port were to the aggregate value of \$6,949,877, against \$4,977,839 same week in 1877.

Business in Hardware, Boots and Shoes and Dry Goods, has been on the increase, yet has not thus far developed to very important proportions. Prices have been generally quoted unchanged.

In the line of domestic produce, Breadstuffs and Provisions attracted more attention, toward the close, largely for shipment, and Flour and Grain left off more firmly. Wednesday's sales of Flour in this market exceeded 40,000 bbls.—of which more than one-third was for export. Cotton quoted weaker, and offered more freely, leading to active dealings, almost wholly in the way of options. Naval Stores and Petroleum quiet. Foreign merchandise has been in less demand at irregular rates. Coffee a trifle dearer. Sugars a shade cheaper.

Metals have been fairly active, and values of most kinds have been comparatively steady. Eglington Pig Iron quoted at \$24@24 50; Glengarnock \$25@25 50; Coltness \$26 50@27; No. 1 American Pig at \$18@20; No. 2, at \$17 50@19. Forge \$16@17; (10,000 tons Allentown Iron reported sold to speculators on p. t.) American Rails at works \$33@37. Old Rails \$19. (750 tons reported sold on p. t.) Wrought Scrap \$22@23. (1500 tons removed sold on p. t.) Steel Rails, on the basis of \$42@44 at mills and delivered. (5,500 tons reported sold on the basis of \$43 at tide water.) Ingot Copper in request on the basis of 17½@17¾ for early delivery; sales 175,000 lbs.

Ocean freights have been fairly active mostly in the way of shipments of Breadstuffs, Provisions, and Cotton, with rates generally quoted easier and closing weak. Liverpool steamer rates at the close for Grain, quoted at 9@9½d. Flour, at 8s. 6d.@8s. 9d. Provisions, 40s.@50s.; Leather, 60s. Measurement Goods at 22s. 6d.@25s. per ton; Cotton, 1d.@9-32d. per lb. Liverpool, by sail, Cotton, 15-64@1d. Grain, at 7½@7½d.; Flour, 2s. 8d.@2s. 4½d.; Measurement Goods, 15s.@17s. 6d.;

Tobacco 30s.; Oil Cake at 20s.@22s. 6d. Grain rates on charter hence for Cork and orders left off at 5s. 4½d.@5s. 6d.; for Liverpool at 4s. 9d. per quarter; for the Continent Grain at 5s. 6d.; and from Baltimore for Cork and orders, 5s. 9d.@6s. and from Philadelphia at 5s. 9d.@6s.; and from Portland at 5s. 9d.@6s. Refined Petroleum hence for Cork and orders, 4s.@4s. 6d.; for the Continent, 3s.@3s. 9d. and for Marseilles or Cette (crude) at 4s. 8d.@4s. 6d. Gibraltar and orders at 4s. 7½d.@4s. 10½d. Cotton by sail from New Orleans to Liverpool 1d.@13-32d.; from Galveston, at 7-16d.; Ky. Tobacco from New York to Spain at 30s.@32s. 6d. Naval Stores from Wilmington or Charleston for Cork and orders at 8s. 6d.@5s. 8d. Lumber from Brunswick to the River Platte, \$19. Deals from Portland to Glasgow at 72s. 6d., St. John to Dundalk at 73s. 9d., and Charleston or Savannah to the United Kingdom at 100@110s.; Hewn Timber from Doboy to do., at 35s. 6d.@36. Through Provision freights from the West for Liverpool, by steam, 62@75; for the Continent at 82½@95 per 100 lbs.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Pacific 1st mort., 74½; Cedar Falls and Minnesota 1st mort., 85; Toledo and Wabash 2d mort., 86; Louisiana and Missouri River 1st mort., 90; Kansas Pacific Inc. No. 16, 12; Winona and St. Peter 1st mort., 89; Hannibal and Central Mo. 1st mort., 82½; Buffalo, New York and Erie 1st mort., 1916, 107½; Canada Southern 1st mort., coupon, 65; do. certifi., 64½; East Tenn. Va. Ga. 1st mort., 97½; Missouri, Kansas and Texas R. R., 3¾; do. consol. S. F., ass., 42½; Chicago, Burlington and Quincy 5s, S. F., 91½; Rensselaer and Saratoga 1st mort., 113; New York Elevated R. R. 1st mort., 81; New Jersey Southern R. R., 1¾; Am. Coal, 32; Missouri 6s, 1888 or 1890, 105¾; do. 1886, 104¾; 1878, 100¾; Louisiana 7s, consol., 84½; North Carolina 6s, old, J. & J., 17½; do. new, J. & J., 9; do. A. & O., 9; do. special tax 3d class, 2¾; Tennessee 6s, new, 36½; do. old, 38; Arkansas 6s, Fund Act, 25; Virginia 6s, def., 4½. The latest quotations are: Adams Exp., 101½@102; American Exp., 48½@49; Atlantic and Pacific Telegraph, 22@22½; Central Railroad of New Jersey, 16½@16¾; Chicago, Burlington and Quincy, 103½@104½; Chicago and Alton, 77@77½; do. pref., 101@101½; Chicago and Northwestern 34¾@34¾; do. pref., 61@61½; Chicago, Milwaukee and St. Paul, 37@37½; do. pref., 68¾@68¾; Chicago, Rock Island and Pacific, 98¾@99; Cleveland, Columbus, Cincinnati and Indianapolis, 32½@33; Cleveland and Pittsburgh, 70¾@70¾; Columbus, Chicago and Indiana Central, 2¾@2¾; Delaware and Hudson Canal, 46½@46¾; Delaware, Lackawanna and Western, 47¾@47¾; Erie, 9½@9½; do. pref., 22½@23; Hannibal and St. Joseph 10½@10½; do. pref., 24½@24¾; Illinois Central, 72¾@73; Lake Shore and Michigan Southern, 61¾@61¾; Michigan Central, 59¾@59¾; Morris and Essex, 71¼@71¾; N. Y. Central and Hudson River 104¾@104¾; New York and Harlem, 141@141½; Ohio and Miss., 8@8¼; Pacific Mail, 22½@23; Panama, 123@123; Pittsburgh, Ft. Wayne and Chicago, 87½@88¾; Quicksilver, 16½@17; do. pref., 28½@

80%; Union Pacific, 67½@68½; U. S. Express, 46@49½; Wells Fargo Express, 84½@85; Western Union Telegraph, 75½@75½; Wabash, 15½@16½.

Philadelphia.—Western Pennsylvania R. R. 6s, 85; Philadelphia and Reading R. R. 6s, 1843-80, 103½; do. Inc. 7s, 63; do. scrip, 63; Steubenville and Indiana 6s, J. and J., 92½; Philadelphia and Reading C. and I. debent. 7s, 41; Warren and Franklin 7s, 77; Belvidere Delaware 1st mort., 104; do. 2d mort., 104; Central Transp., 32½; Philadelphia, Germantown and Norristown R. R., 97; Nesquehoning Valley R. R., 47½; Fifth and Sixth Streets R. R., 75; Cincinnati 7.30s, J. & J., 101½; Pennsylvania State 5s, gold, 102. The latest quotations are: City 6s, 106½@106½; do. free of tax, 113½@113½; Pennsylvania State 6s 2d series, 105@106; do. 8d series, 112½@113½; do. 5s, new loan 110½@111½; Philadelphia and Reading, 15@15½; do. Gen'l mort. 7s, coup., 99½@100½; do. reg., 100@101; do. mort. 6s, 1880, 103@103½; do. 7s, new conv. 46@51; do. 7s, 1893, 112½@113; United New Jersey R. R. and Canal Co., 118½@119½; Pittsburg, Titusville and Buffalo R. R., 6½@6½; do. 7s, 49@50; Camden and Amboy mort. 6s, 1889, 109@110; Pennsylvania R. R., 29½@29½; do. 1st mort., 104@104½; do. gen'l mort. coupon, 107@107½; do. reg., 109@110; do. consol. mort. 6s, reg., 92 98@; Little Schuylkill R. R., 42@45; Morris Canal, 50@56; do. pref., 121@125; Susq. Canal 2@6; do. 6s, 30@—; Schuylkill Nav., 2@5; do. pref., 8½@8; do. 6s, 1882, 64@67; do. 1872, 90@93; Elmira and Williamsport pref., 38@41; do. 7s, 103½@104½; do. 5s, 65@70; Lehigh Coal and Navigation, 17½@17½; do. 6s, 1884, 104@105; do. R. R. loan, 104@105; do. Gold Loan, 87½@88; North Pennsylvania, 86@87; do. 6s, 109@—; do. 7s, 113½@115; do. Gen'l mort. 7s, reg., 103½@104½; Philadelphia and Erie, 8½@8½; do. 6s, 102@103½; do. 7s, 95@97; Minehill 47@48; Catawissa 7@9; do. pref., 36@36½; do. new pref., 32@—; do. 7s, 1900, 102@103; Lehigh Valley, 38½@39; do. 6s, new coupon, 110@111; do. reg., 111@112; do. 7s, reg., 115½@116½; do. consol. mort., 96½@97½; Fifth and Sixth streets (horse), 76@84; Second and Third 75@80; Thirteenth and Fifteenth, 38½@39; Spruce and Pine, 30@31; Green and Coates, 36@39; Chestnut and Walnut, 60@62; Hestonville, 8½@8½; Germantown, 45@50; Union, 65@—; Lombard and South, 10@13.

Baltimore.—Marietta and Cincinnati 1st mort. coupon 1877, 83½; Charlotte, Columbia and Augusta 1st mort., 70; Union R. R. Canton end., 101; Baltimore and Ohio R. R. 1st pref., 94; Maryland 6s, exempt, 112½; do. defense 6s, 108½; Baltimore City 6s, 1890, 112½; do. 1900, new, 113; do. do. 6s, new, 105½; Norfolk Water 8s, 113; Cincinnati 7.30s, M. and N., 102½; do. J. and J., 101½; Atlantic Coal, 1.30. The latest quotations are: Cincinnati and Baltimore, 7s, 85@96; Wilmington and Weldon 7s, —@103; Wilmington, Columbia and Augusta 7s, 19@33; Richmond and Danville 1st mort., 70@75; Pittsburg and Connellsville 7s, 1893, 87½@90; Baltimore and Ohio, 80½@85; do. 1st pref., —@94; do. 2d pref., —@85; do. 6s, 1880, 100@101; do. 1885, 105@105½; Northern Central 14@17; do. 6s, 1885, 102½@104; do. 6s, 1900, 101@101½;

do. 6s, 1900, gold, —@90½; Marietta and Cincinnati 1st mort. 7s, 1892, 77@79; do. 2d mort. 7s, 27½@27½; do. 3d mort. 8s, 11@12; Central Ohio, 24@—; do. pref., —@39; do. 1st mort., 97@100; Western Maryland 1st mort. 6s, 1890, 98@100; do. 1st mort. guar., —@103½; do. 2d mort. guar., 113@—; do. 3d mort. guar., 106@112; do. 2d mort. pref., 55@65; do. 2d mort., guar. by Washington Co., 104@—; Virginia and Tennessee 2d mort. 6s, —@90; do. 3d mort. 8s, 92½@98; Orange and Alexandria 1st mort. 6s, 90@92; do. 2d mort. 6s, 70@76; do. 3d mort. 8s, —@35; do. 4th mort., —@25; Orange, Alex. and Manassas 7s, 55@64; Baltimore 6s, 1884, 110@112½; do. 1886, 110@—; do. 1886, new, 110@112; do. 1890, 112½@113; do. 1900, 113@114; do. 1900, new, 112½@—; do. 1902, 113½@118½; do. 1902, new, 114@114; do. 6s, exempt, 116@117; do. 1893, —@118; do. 1893, new, 111@—; do. 6s, qtrly., 98@—; do. 6s, new, 105½@106; Memphis 6s, new, 63@63½; Maryland Defense 6s, 1883, 108½@109½; do. 6s, 1890, 108@109; do. 6s, exempt, 112@113; do. Asylum, 108½@112½; do. 5s, 98@—; Virginia consol. 6s, 55½@56; do. 2d series, 41@43; Virginia Consol. coupons, 68@69; West Virginia def. certif., 4½@4½; Baltimore City Passenger R. R., 31½@33½; Baltimore and Catonsville R. R., —@15; George's Creek Coal, 95@—; Atlantic Coal, —@1.30; Canton Co., 18@21; do. gold 6s, 85@88; Union R. R., Canton end., 100½@101.

Boston.—Cheshire R. R., 86; Connecticut and Passumpsic Rivers R. R. pref., 46½; New York and New England R. R., 10½; Chicago, Iowa and Nebraska R. R., 118; Eastern (N. H.) R. R., 81; Boston and Maine 7s, 110; Vermont Central 1st mort., 12½; Kansas City, St. Joseph and Council Bluffs 8s, 79; Michigan Central 8s, 1890, 92½; Portsmouth, Gt. Falls and Conway 7s, 50; Old Colony 6s, 1897, 102½; Boston and Albany 6s, 1895, 106½; Rutland 8s, 1902, 82½; Vt. Central and Vt. and Canada 8s, 1889, 39; New Hampshire 6s, 1880, 102½; Boston 5s, 1906, 110; St. Louis 6s, 1879, 100½; do. 1880, 101½; Cincinnati 7.30s, 1902, 100½; Toledo 7s, 1881, 101½; Chicago 7s, 1881, 103½; Cook Co., Ills., 7s, 1880, 102½; Cleveland 7s, 1880, 102½.

The following securities have been ordered to be placed on the regular list of the New York Stock Exchange: Alabama State bonds, (new,) class A. \$7,000,000; class B. \$1,192,000; and class C. \$1,000,000. Also, Minneapolis and St. Louis Railway Company 7 per cent gold first mortgage bonds, \$1,100,000, on the line between Sioux City Junction and the Iowa State line, those from 1,101 to 1,400 inclusive being guaranteed by the Burlington, Cedar Rapids and Northern Railway Company.

The directors of the Lowell and Andover Railroad Company, elected on the 13th inst., are: Gustavus V. Fox, Horace J. Adams, E. M. Sargent, George Ripley, Josiah Gates, Frederick Ayer, Jacob Nichols, Arthur P. Bonney, Benjamin Walker, Fred. F. Ayer.

No action has been taken by the Pennsylvania Railroad Co. in regard to the declaring of a dividend. The meeting that would have been called to take action in the matter should have met within the first ten days of the month,

and that time having elapsed, there will be no action taken for this quarter—the dividend thus being passed.

West Jersey R. R.

At the annual meeting of the stockholders of the West Jersey Railroad Company, held in Camden on the 12th inst., the following Board of Directors was re-elected: T. Jones Yorke, M. Parker, Shortridge, Charles E. Elmer, Coleman F. Leaming, Lewis Mulford, John M. Moore, Strickland Kneass, Josiah Bacon, George B. Roberts, George Wood, Thomas H. Dudley, J. N. DuBarry, Alexander G. Catell. Subsequently the Board was organized by the election of George B. Roberts, President; Dr. William Taylor, Secretary and Treasurer; Gen. Wm. J. Sewell, Superintendent, and Frank Thompson, General Manager.

From the report which was presented it appears that the gross earnings of the road for the year 1877 were \$595,025.04, the expenses \$391,430.12 and the net earnings \$203,594.92.

During the year 609,143 passengers were carried, and 126,898 tons of freight. There were 13.84 miles of new track laid during the year. From 1868 to 1877 the number of miles of new track laid was 88.14; from 1877 to 1878, 13.84—total, 101.98 miles.

Upon the arrival of the first locomotive for the Columbus and Gallipolis Railroad a large party chartered a tow-boat and went up the river to meet it. They welcomed it with a band of music, and attaching their steamer to the flat-boat which carried it they accelerated its approach to Gallipolis, where cannon and steam whistles proclaimed the joy of the populace. The public schools were deserted, and young and old joined in a general hurrah.

The annual meeting of the stockholders of the Northern Central Railway Co. will be held in Baltimore on the 28th inst., at which the Annual Report of the President and Board of Directors for 1877 will be presented, an Election held for Twelve Directors for the ensuing year, and such other business as may properly come before the meeting.

The Spartanburg and Asheville Railroad company has executed a mortgage on its property to secure an issue of \$670,000 bonds, which is at the rate of \$10,000 per mile on the entire length of the road. The trustees are J. B. Cleveland, of Spartanburg, S. C., and William H. Inman, of New York. Principal and interest are made payable in gold.

The annual report of the City Controller of Chicago shows that the total bonded debt of the City Government is \$13,364,000. The reduction of the bonded debt last year amounted to \$72,000, and the floating liabilities were also largely reduced. The amount of uncollected taxes is \$7,523,218. The labor riots last June will cost the City Government about \$39,000.

On the petition of the Farmers' Loan and Trust Company, trustees of the first consolidated mortgage on the road, to carry out the reconstruction scheme, Receiver H. J. Jewett has been authorized by Judge Donohue to pay the coupons falling due on the first consolidated mortgage March 1, 1878, and also such coupons falling due September 1, 1878.

Metropolitan Underground Railway.

Some interesting facts concerning the operations of the Metropolitan Underground Railway of London are contained in the half yearly report of the company recently issued.

The length of the main line is 8 miles and 10 chains, and of lines partly owned by the company 2 miles and 40 chains. The number of passengers conveyed in 1877 was 56,175,753. The receipts of the half year aggregated £224,049 7s. 10d., or at the rate of \$2,249,490 for the year. According to this computation, the average fare paid by the passengers was less than 4 cents. The most powerful engines are employed to operate the railway, and as a result the highest rate of speed is attained, with frequent stoppings for local accommodation. The Directors recommend a dividend of 5 per cent. per annum on the common stock, which has been selling at the rate of 15 per cent. above par on the Stock Exchange, while the bonds and the preference shares of the company have been commanding extraordinary premiums. Owing to the fact that five miles of the railway finds its way through the oldest and most densely occupied portions of London, nearly two-thirds of the entire cost has been incurred in purchasing the right of way and land. The company has thus become possessed of a vast amount of property exclusive of the ground occupied by the railway. The net income from rentals accruing from this outside property amounted for the six months to £28,107 18s. 5d., or at the rate of \$290,000 per annum. This does not include \$17,000 of rents from refreshment rooms at stations. Under the head of "Land and Compensation," the report says that, in addition to the loss of rentals by sales, property which yielded an annual income of £8,549 has been absorbed by the extension from Moorgate to Bishopsgate and Aldgate.

Bonded Debt of South Carolina.

The report of the bond commission appointed last June to investigate the bonded debt of South Carolina was made to the General Assembly on the 7th inst. It shows the amount outstanding, consolidation bonds and certificates of stock, under the act of December 20, 1873, to be \$4,396,290 41. Of this amount the commission report \$1,577,835 62 unquestionably valid, funded upon vouchers about which there is no dispute. The amount affected by vouchers not issued originally in accordance with law is \$2,818,454 79. Of this amount about \$800,000 were issued upon valid vouchers, but were funded along with vouchers considered illegal or tainted with fraud. The amount of vouchers remaining in the treasury is \$879,779 being an overplus of \$199.

The funding act of 1878 authorized consolidation at fifty cents on the dollar. Of the vouchers in the treasury, \$4,793,633 are found to be valid beyond question, that is, issued according to law originally and authorized to be funded by the consolidation act. The remaining \$3,999,146 vouchers are divided into classes. One is composed of detached coupons generally, if not always cut from bonds before the same were issued from the treasury and funded by or on behalf of financial agents, to wit: Chamberlain, Parker, Scott and Kimpton. These detached coupons were not authorized to be funded by the consolidation act, and amount to about \$600,000.

The others embraced bonds hypothecated by Financial Agent Kimpton, in New York, after the time limited by law for their hypothecation had

expired; the second issue of interest on the public debt bonds, a few bonds issued to redeem bills receivable, and both issues of the land commission bonds. All of these are declared by the report to have been issued without authority of law originally, but authorized to be funded by the consolidation act, and amounting to about \$3,400,000.

Commerce of New York.

The foreign imports at New York for the month of January, 1878, are officially stated as follows:

	1877.	1878.
Entered for consumption.....	\$11,194,195	\$11,052,601
Do. for warehousing.....	5,546,348	4,876,084
Free goods.....	9,590,998	7,875,055
Specie and bullion.....	1,274,796	823,049

Total entered at port.....	\$27,606,337	\$24,626,689
Withdrawn fr. wareh'g.....	6,878,475	4,979,886

The foreign imports at New York for seven months ending January 31, were:

	1877.	1878.
Entered for consumption.....	\$71,852,723	\$73,291,568
Do. for warehousing.....	34,868,397	43,834,999
Free goods.....	43,171,270	51,077,645
Specie and bullion.....	25,241,399	8,468,289

Total entered at port.....	\$174,833,789	\$176,672,496
Withdrawn fr. wareh'g.....	43,270,403	52,735,769

The duties received at New York for seven months ending with January, were:

	1876-'77.	1877-'78.
July.....	\$7,497,199 39	\$7,132,747 46
August.....	10,125,386 42	10,018,122 33
September.....	8,634,411 36	9,068,929 44
October.....	8,031,580 14	8,392,221 85
November.....	5,720,296 82	6,585,108 84
December.....	4,822,595 04	5,815,558 74
January.....	8,058,938 72	7,154,924 85

Total.....\$52,890,407 89 \$54,167,613 51

The exports from New York to foreign ports in the month of January, were:

	1877.	1878.
Domestic produce.....	\$24,738,593	\$26,823,585
Foreign free goods.....	227,670	315,891
Do. dutiable.....	436,906	553,385
Specie and bullion.....	971,491	1,490,181

Total exports.....	\$26,374,660	\$29,182,992
Do. exclusive of specie.....	25,403,169	27,692,811

The exports from New York to foreign ports for seven months ending January 31, were:

	1877.	1878.
Domestic produce.....	\$171,702,178	\$187,402,508
Foreign free goods.....	1,992,301	1,215,299
Do. dutiable.....	3,202,325	4,023,537
Specie and bullion.....	15,442,260	7,435,852

Total exports.....	\$192,389,064	\$200,077,196
Do. exclusive of specie.....	176,896,804	192,641,344

Railroad Taxation in Tennessee.

Some weeks ago a number of bills were filed in the Chancery Court by different railroad companies against the Railroad Tax Assessors for the State and the State Controller, to test the question of their total or partial exemption from taxation under the assessments made. Chancellor Cooper granted a preliminary injunction to prevent the assessments being acted on until the rights of the parties could be determined. The cases of three of the railroad companies were selected as test cases, and submitted to the Chancellor upon demurrer, which, it was agreed, raised the points in issue. These—the cases of the Memphis and Charleston, the Mobile and Ohio, and the Knoxville and Charleston Railroad Companies—were decided yesterday by the Chancellor. After an elaborate examination of the point decided by the Supreme Court in declaring unconstitutional the eleventh section of the act of 1875 for the taxation of railroads, and a review of

the provisions of the amendatory act passed in March, 1877, the Chancellor overruled the State's demurrer in the case of the Memphis and Charleston and Mobile and Ohio Railroads, on account of charter exemptions, and sustained the demurrer as to the Knoxville and Charleston Railroad for lack of such exemption. On account of their importance, it is thought the cases will be heard in our Supreme Court next week, and it is probable that they will go to the United States Supreme Court.—Nashville Am. Feb. 2.

Peabody Institute.

At the annual meeting of the Peabody Institute, held in Baltimore on the 12th inst., the following gentlemen were elected officers for the ensuing year: President, Charles J. M. Eaton; Vice President, Judge George Wm. Brown; Treasurer, Enoch Pratt; Secretary, George P. Tiffany. Mr. Enoch Pratt, Treasurer, submitted his report for 1877, which gives figures as follows: Balance from old account, December 30, 1876, \$1,087,074 50; from interest, \$38,811 69; from conservatory of music, \$7,792 75; from lecture department, \$2,735 25; premium on city stock, \$4,000; interest on Virginia bonds on account of building fund, \$9,547 20; total receipts, \$1,149,961 39. Expenses—For premiums and medals, \$1,235 50; for books, \$8,433 64; for conservatory of music, \$16,145 80; for lecture department, \$3,503 04; art gallery, \$23 75; taxes, gas, fuel, etc., \$3,995 78; salaries, \$11,241 71; on account of addition to the institution, \$149,119 56; total expenditures, \$193,693 73; balance on hand, \$956,262 68. Of this balance \$39,000 is in United States six per cents, \$500,000 in city of Baltimore stock, \$10,000 in State of Maryland stock, \$300,000 in Tennessee and \$100,000 in Virginia State bonds, and \$7,262 66 in bank and call loans. The report was adopted.

Railways in Canada.

The Canadian Commissioner of Public Works, in his report for the year 1877, says that during that year work was commenced on two new rail ways, the Stratford and Lake Huron and the Kamistiquie and Prince Arthur's Landing Railway, on the former of which the rails are laid from Stratford to Listowel, a distance of 27 miles, while the latter is ready for traffic whenever connection is made with the Canada Pacific. The Kingston and Pembroke is open for traffic from Kingston to the Mississippi River, a distance of 60 miles, nearly 15 of which have been completed within the year; and the road is located to the Madawaska, 28 miles further on. The Lake Simcoe Junction Railway is practically a branch of the Toronto and Nipissing, and is of the same gauge; it is complete and in running order. The work done on the Credit Valley has been confined chiefly to grading and bridging between Woodstock and Ingersoll. On the Victoria some grading and bridging have been done between Kilmount and Haliburton, and when this portion of the road is completed there will be 100 miles of continuous railway between Haliburton and Whitby via Lindsay and Port Perry. Rapid progress has been made during the year with the Hamilton and Northwestern, with which the Hamilton and Lake Erie, terminating at Port Dover, has been amalgamated. The whole length of the line between Barrie, the present northern terminus, and Port Dover is 137 miles. The Midland Railway is under construction from Waubeshene to Midland,

on the Georgian Bay, a distance of fourteen miles. Some grading and bridging have also been done on the Belleville and North Hastings road. Six crossings have been made in 1877, two of which are on the level, and four under or over. The following table shows the mileage of railways opened for traffic in 1877:

Stratford and Lake Huron Railway.	27 miles.
Kingston and Pembroke.....	14.774 "
Lake Simcoe Junction.....	26.500 "
Victoria Railway (in town of Lindsay).....	1.442 "
Hamilton and Northwestern Railway.....	113.888 "
Whitby, Port Perry and Lindsay Railway.....	25.945 "

Total.....209.549 miles.

The total expenditure on Public Works of all kinds during the year on capital account was \$318,821.39; the amount expended between the first of July, 1867, and the close of 1876, \$2,919,462.03, making a total of \$3,238,283.42. The expenditure for maintenance during 1877 was \$22,089.17.

Green Bay and Minnesota Railroad.

Timothy Case, General Manager of the Green Bay and Minnesota Railroad, has, on application of John L. Blair and others, been appointed Receiver. The road, which was finished in 1873, extends from Green Bay, Wis., across that State to Winona, Minn., 218 miles, and there is a branch to La Crosse, 29 miles, of which 22 miles are leased from the Chicago and Northwestern. The bonded debt by the last report consisted of \$3,200,000 first mortgage bonds, on which no interest has been paid for several years, and \$780,000 second mortgage bonds issued to fund unpaid coupons. The net earnings of the road have been very small.

An election was held at Cheyenne, Wyoming Territory, on the 29th ult., to ratify the Act of the late Legislature authorizing Laramie county to issue \$150,000 worth of bonds to the Colorado Central Railroad, connecting with the Union Pacific at Cheyenne. A very full vote was polled, and resulted in favor of the bonds by 1,000 majority. The railroad company are to expend \$25,000 in the erection of shops at Cheyenne. This Act further provides for the issuing of \$250,000 worth of additional bonds when the Union Pacific builds a road from Cheyenne to the Black Hills.

From Panama, under date January 17th, we learn that General Trujillo, President elect of Colombia, arrived in Panama on the 4th, and left for Buena Ventura on his way to Cauca valley on the 9th. He was accompanied by F. J. Cisneros, engineer, who is building a railroad in the interior, and who goes with Trujillo to examine the route from Buena Ventura to Cali, for the purpose of building a railroad there.

The Mansfield, Cold Water and Lake Michigan Railroad has been transferred from the special Master Commissioner, to Joel Lesley, of Philadelphia, in consideration of \$500,000. The purchase includes all the franchises, from the eastern terminus in Richland county, Ohio, to the western terminus in Allegan county, Michigan. A company has been formed and the road is to be built.

Railroads of All Countries, January 1, 1877.

Compiled from Official and other authentic sources.

By RICHARD SWAINSON FISHER, M. D.

COUNTRIES.	Length of Railroads, Miles.	Capital cost, \$	Per Mile, \$
United States.....	77,470	4,148,060,790	53,557
Canada.....	4,929	317,795,468	64,474
Mexico.....	403	38,816,154	96,818
North America.....	82,802	4,504,672,412	54,403
Honduras.....	56	4,003,600	88,688
Costa Rica.....	29	2,817,800	97,148
Cuba (Spanish).....	459	32,698,980	71,239
Jamaica (British).....	26	1,200,000	41,154
Panama (Colombia).....	48	12,000,000	250,000
Middle America.....	618	53,779,830	87,022
Colombia.....	42	3,297,619	78,514
Ecuador.....	76	5,781,958	76,078
Venezuela.....	39	2,972,018	76,206
Guiana (British).....	21	1,375,000	65,476
Brazil.....	1,324	139,059,891	105,080
Bolivia.....	.....	.....	.....
Peru.....	1,744	201,719,673	115,671
Chili.....	977	90,402,166	92,428
Argentina.....	1,466	111,276,892	75,912
Paraguay.....	47	2,694,698	57,334
Uruguay.....	231	14,529,701	62,899
South America.....	5,967	573,009,701	96,029
Great Britain, etc.....	18,872	3,291,073,860	195,061
France.....	12,724	1,453,719,201	121,817
Spain.....	4,112	375,454,374	91,307
Portugal.....	709	55,561,976	78,364
Belgium.....	2,208	338,894,897	153,485
Holland.....	1,262	113,254,192	89,741
Denmark.....	819	58,406,976	71,315
Sweden.....	2,517	156,325,886	62,108
Norway.....	363	22,231,397	61,519
Russia.....	13,229	902,469,151	68,219
Germany.....	18,471	1,779,200,604	96,324
Austria.....	6,079	679,152,022	97,318
Hungary.....	3,967	305,225,772	76,916
Switzerland.....	1,341	90,922,482	67,802
Italy.....	4,849	478,426,452	98,656
Turkey.....	997	102,111,743	102,419
Roumania.....	791	77,684,982	98,211
Greece.....	7	500,000	71,429
Europe.....	92,217	10,280,615,997	111,482
Turkey in Asia.....	249	20,817,610	83,605
India (British).....	6,937	546,824,435	78,827
Ceylon (British).....	92	9,987,370	108,558
Java (Dutch).....	296	17,226,916	58,196
Philippines (Spanish).....	279	17,476,723	62,637
China.....	10	200,000	20,000
Japan.....	67	4,187,500	62,500
Asia.....	7,930	616,719,454	77,774
Egypt.....	1,163	72,022,264	61,928
Tunisia.....	42	2,218,680	52,706
Algeria (French).....	587	27,948,244	47,612
Cape Colony.....	140	7,463,589	50,091
Namqualand.....	93	813,619	8,749
Natal (British).....	6	258,845	43,181
Mauritius.....	66	1,867,595	28,145
Africa.....	2,106	112,577,836	53,456
New South Wales.....	554	43,485,676	78,494
Queensland.....	298	18,181,674	61,013
Victoria.....	702	68,848,580	97,790
South Australia.....	327	16,057,989	49,107
Western Australia.....	38	1,661,291	43,716
Tasmania.....	167	7,969,628	47,682
New Zealand.....	579	27,078,110	46,767
Australasia.....	2,665	133,273,154	68,771
Grand total.....	194,305	16,324,648,324	84,015

St. Paul and Pacific Railroad.

A despatch from St. Paul, Minn., of 12th inst., says that the purchase of the St. Paul and Pacific Railroad from Dutch bondholders by St. Paul and Canadian capitalists, negotiations for which have been pending for some time, is completed. The purchase, it is stated, includes two-thirds of the bonds, which aggregate \$24,000,000. The St. Paul purchasers are Norman W. Kittson and James J. Hill. The road is now operated by Horace Thompson, Edward Rice, and John S. Kennedy, as Trustees for the bondholders, who will continue to manage it for a few weeks, until foreclosure is completed. The first result of the change will be the completion of lines to Pembina and Alexandria, which will be built during the coming Summer, the former to connect with a road, to be built by Canadian parties, to connect with the Canadian Pacific, opening a route from St. Paul to the fertile regions of Manitoba.

Articles of association have been filed in the Secretary of State's office at Trenton, N. J. for a railroad to be constructed and operated from some point in Monmouth County, in or near the town of Squan, into some point on Squan Beach, below Levallette City, with branches and turnouts: capital stock, \$1,100,000, divided into 22,000 shares of \$50. Name, Manasquan Beach Railway Company. Directors—Albert S. Lavallette, George Kerr, T. Montgomery Bond, Isaac D. Gnyer, John J. Keese, C. S. Bennett, Ira Robbins, James T. White, E. F. Summis, Jacob P. Fowler, John W. Lunken, J. E. Story and H. B. Fowler.

The effect of the decision of the Supreme Court of Vermont, alluded to in our last issue, is that, under the contract of the Rutland Railroad Company with the Central Vermont managers, the Central Vermont Company is to pay the taxes legally assessed on the Addison, Vermont and Massachusetts branch and the Vermont Valley Railroads. And that the Rutland Railroad Company is to pay the taxes legally assessed upon its own property. The Rutland Railroad taxes will amount to from \$10,000 to \$15,000 annually, instead of \$100,000 as stated in a recent dispatch from St. Albans.

The United States Circuit Court at Mobile, Ala., has especially enjoined the complainants in the new suits commenced at Atlanta and Huntsville to enforce the claims under the mortgage of the Wills Valley Railroad Company against the Alabama and Chattanooga Railroad and its purchaser, John Swann, from proceeding further, and has ordered rule against them for contempt, and postponement of further payments by Swann until the fourth Monday in June on account of those suits.

The Pittsburg, Wheeling and Kentucky railroad, extending from Wheeling Junction, one mile east of Steubenville, to Wheeling, West Virginia, a distance of 24 miles, has been completed. The line is controlled by the Pittsburg, Cincinnati and St. Louis road.

The completion of the Pembina Branch of the Pacific Railway between St. Boniface and the boundary line, 63 miles, is to be proceeded with. It is believed that the uncompleted portion of this road in Minnesota will be built the coming season.

In the Circuit Court of Richmond, Va., on the 9th inst., the motion on the part of Lewis McComb and others, among whom are the heirs of Oakes Ames, for the appointment of a receiver of the Washington and Ohio Railroad, was decided by Judge Walford. The decision displaces the President, Lewis McKenzie, and all subordinate railroad officials, and appoints as receiver Cassius F. Lee, of Alexandria. By this decision the corporation is placed under the control of the court for the benefit of the creditors.

The Buffalo, Syracuse and Albany Railroad Company is the title of a Company just formed for the purpose of constructing a narrow gauge railroad on the banks of the Erie and lateral canals, between Utica and Buffalo, with branches from Rochester to Millgrove, to Oswego, from Rome to Carthage, and from Utica to Binghamton.

The Chicago and Northwestern Railway Company now operate the new Maple River Railway in Western Iowa 59 miles, and the Menominee River Railway 26 miles in the Upper Peninsula of Michigan, just west of Green Bay. This makes the total worked by the company, 2,078 miles.

The directors of the Missisquoi and Black River Valley Railway Co., propose taking up the charter of the old Richmond and Drummondville line so as to connect their line with the first named line at Melbourne. The line is already built to L'Avenir, and there are only 12 miles more to complete.

At a meeting of the directors of the Providence and Worcester Railroad Company, held in Providence, R. I., on the 8th inst. Wm. S. Slater was elected President and John R. Balch Treasurer. The resignation of William D. Hilton, Superintendent, was accepted, to take effect April 1.

The Boston Journal says that "Boylesten has made up to its mind that the Massachusetts Central Railroad is just as far built as it ever will be, and has voted to fill up a 50-foot cut made for the road at a highway crossing, as the bridge at the place was unsafe."

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, No. 31 NASSAU-ST., New York, Jan. 17, 1878.

A DIVIDEND OF THREE (3) PER CENT HAS been declared by this company, payable on the 1st day of March next, to the holders of the capital stock of this company as registered at the close of the 12th day of February next, after which, and until the 4th day of March, the transfer-books will be closed.

L. V. F. RANDOLPH, Treasurer.

WM. A. GUEST & CO.,
No. 17 Nassau Street,
NEW YORK.

Purchase all marketable Railway Securities. Also, State, City, County and Town Bonds at net rates, either interest-paying or defaulting.

A GENTLEMAN OF EXPERIENCE DESIRES to secure the Superintendency of a Railroad. Is a first-class telegraph operator, understands despatching trains over single track by telegraph—(present employment)—and the general management of a railroad. Best of references. Address A. B., at this office.

Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic Instruments, 210 Chestnut St., Phila. (Two medals awarded by Franklin Institute, and one by Centennial.)

PATENT MINERAL WOOL.

THE BEST

Insulator of Heat or Cold.

A 3 INCH LINING SUFFICIENT FOR Hot Blast-pipes, Furnaces, &c.

CHEAP ENOUGH

FOR LINING FRAME-HOUSES, AND FIRE-PROOF.

STATE RIGHTS FOR SALE.

Address for circular:

Alexander D. Elbers,

P. O. Box, 4461, 264 BROADWAY, N. Y.

Stewart's Sewer Gas Trap.

THE PATENT SEWER GAS TRAP, PATENTED and constructed by Stewart & Co., at the Manhattan Pottery,

DRAIN PIPE

and

TERRA COTTA

Works, foot of W. 18th and 19th Sts. and Warerooms at 269 Pearl St., near Fulton St., New York, is warranted to be an effectual barrier to the admission of poisonous gas. Send for illustrated circular and price list.

ENGINES, BOILERS & MACHINERY, new and second-hand. Send for circular.

GEO. M. CLAPP, 206 Broadway, N. Y.

AMERICAN INSTITUTE. QUINTUPLE HIGHEST AWARDS!

1873!

1874!

1875!



1876!

and

1877!

WHEELER & WILSON'S NEW MACHINE "The Best in the World."

Unanimous Opinions of the Judges.

1873. "This Machine is a decided improvement over all other machines in the market, and fully merits the Grand Medal of Honor."

1874. "We unanimously recommend it for the highest award which it is in the power of the Institute to bestow."

1875. "We unanimously recommend that the Great Medal of the American Institute be awarded to the Exhibitors for this machine."

1876. "We respectfully recommend that the Great Medal of the American Institute be awarded to the manufacturers for this machine."

1877. "We do not hesitate to declare it the best Sewing Apparatus in the world. We recommend for it the highest recognition under the rules that can be awarded—"

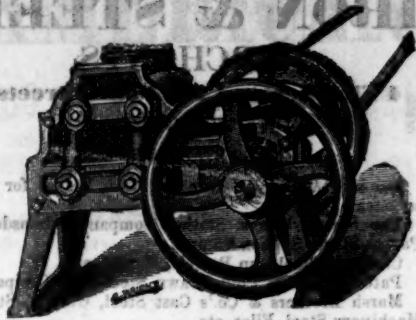
THE SPECIAL MEDAL OF 1877.

WHEELER & WILSON MFG CO.,

44, 14th Street, Union Square, New York.

167 Tremont Street, Boston, Mass.

The Alder Crusher.



New in Principle, Simple in Construction,
Economical in Use of Power, and of
Remarkable Efficiency.

**FOR BREAKING STONE FOR
BALLASTING RAILROADS,
McAdamizing Streets,**

AND FOR
CRUSHING AND PULVERIZING
ORES OF ALL KINDS,
**NO LOST MOTION, ADJUSTABLE,
DURABLE, PORTABLE.**

SEND FOR ILLUSTRATED CIRCULAR.

**COPELAND, DODGE & CO.,
206 Broadway, N. Y.**

Hopkins' Patent Lead-Lined JOURNAL BEARINGS.

USED ON NEARLY ALL THE
Leading Railroads of the United
States and Canadas.

NON-HEATING,
PERFECTLY SELF-FITTING,
CHEAPER AND BETTER THAN ANY OTHERS.

**D. A. HOPKINS,
Patentee and Manufacturer,
113 Liberty Street, New York.**

EDWIN H. BROWN,

7 Warren Street, New York,

Solicitor U. S. & Foreign Trade Marks & Patents.

Make a note of the time when you first think of an invention, date and keep all writings, sketches, drawings and models of it. It will be well to have persons sign the former as witnesses, and this may be done without exhibiting the contents. To establish title to your invention, even after obtaining a patent, you may have to prove that you made it before any one else, and never gave it up.

Can I Obtain a Patent?

This is the first inquiry that naturally occurs to every author or discoverer of a new idea or improvement. The quickest and best way to obtain a satisfactory answer, without expense, is to write to us describing the invention, with a small sketch. All we need is to get the idea. Do not use pale ink. Be brief. Send stamp for postage. We will immediately answer and inform you whether or not your improvement is probably patentable; and if so, give you the necessary instructions for further procedure. Our long experience enables us to decide quickly. For this advice we make no charge. All persons who desire to consult us in regard to obtaining patents are cordially invited to do so. We shall be happy to see them in person at our office, or to advise them by letter. In all cases, they may expect from us a careful consideration of their plans, an honest opinion, and a prompt reply. **TOTAL COST OF U. S. PATENT, ONLY \$55. N. B.—These are by far the SAFEST, BEST and CHEAPEST terms offered by any responsible Patent Attorney in the United States.** For all further information, please address: **HENRY GERNER & SON, 24 Barclay st., P. O. Box 4,544, New York.**

FINANCIAL

ALEX. FROTHINGHAM & CO., BANKERS AND
Brokers, No. 12 Wall st., make for customers desirable investments of large or small amounts in stocks of a legitimate character, which frequently pay from five to twenty times the amount invested every thirty days.

Reliable stock privileges negotiated at favorable rates. Stocks bought and carried as long as desired on deposit of three to five per cent. Circulars and weekly reports sent. 1y23"

JOHN HICKLING'S, 62 Broadway

AND

21 New Street,

You can buy and sell Stocks in lots to suit; one per cent margin.

Reliable privileges accepted as margin. Commissions 1-16 on 100 shares.

Operators can execute their orders at
JOHN HICKLING'S.

Forster, Ludlow & Co., BANKERS,

7 Wall Street, New York.
P. O. Box, 120.

FRANCIS B. FORSTER, New York, AND
B. C. LUDLOW, Austin,
GEO. B. ZIMMERMAN, Texas.

Dealers in Texas State, County, Municipal and Railroad Bonds.

BALL'S PATENT TELESCOPE JACK.

Hot and Cold Punched Nuts, Bolts, Lag Screws and Washers.



Bolting, Packing, Hose, Rubber Springs, Car Trimmings, Steam Pumps.

**ALBERT BRIDGES,
MANUFACTURER AND DEALER IN
Railway and Mining Supplies and Machinery
No. 46 CORTLANDT STREET,
New York.**

WANTED A STENOGRAPHER, who is also a first-class telegraph operator, and has had some experience in railroad business, wants a permanent situation. Is qualified to act as private secretary. Address, stating requirements and salary, **W. B. V., 186 State St., Albany, N. Y.**

A. WHITNEY & SONS, CAR WHEEL WORKS, Callowhill and Sixteenth Sts., PHILADELPHIA, PENN.

FURNISH CHILLED WHEELS for Cars, Trucks and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES.

WHEELS and AXLES FITTED COMPLETE

THE ROGERS

Locomotive & Machine WORKS,

PATERSON, N. J.,

HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either

COAL OR WOOD BURNING;

LOCOMOTIVE ENGINES,

AND OTHER VARIETIES OF

RAILROAD MACHINERY.

**J. S. ROGERS, Pres't,
R. S. HUGHES, Sec'y,
WM. S. HUDSON, Supt.**

R. S. HUGHES, Treasurer,

44 Exchange Place, New York.

THE PHENIX IRON CO.,

410 Walnut St., Philadelphia,

MANUFACTURERS OF

CURVED, STRAIGHT AND HIPPED

Wrought Iron Roof Trusses

BEAMS, GIRDERS and JOISTS,
and all kinds of Iron Framing used in the construction of iron roof buildings.

**DECK BEAMS, CHANNEL, ANGLE
AND T BARS**

curved to template, largely used in the construction of Iron Vessels.

Patent Wrought Iron Columns,

Weldless Eye Bars,

for top and bottom chords of bridges.

Railroad Iron, Street Rails, Rail Joints

and Wrought Iron Chairs.

Refined Bar, Shoning, and every variety of Shipping Iron Made to Order.

Plans and Specifications furnished. Address
SAMUEL J. REEVER, President.

FULLER, LORD & CO.,

Machine-Forged Nuts,

BOLTS & NUTS,

WROUGHT WASHERS,

BOONTON CUT NAILS,

139 Greenwich Street,

NEW-YORK.

Jersey City Steel Works.

JAS. R. THOMPSON & CO..

MANUFACTURERS OF
HAMMERED AND ROLLED

CAST STEEL,

OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N. J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe,

Hoe, Machinery, Spring Wagon-Axle, Tyre, Sward, Bayonet,

Rifle, and Pistol, made to Order.

JAS. R. THOMPSON,

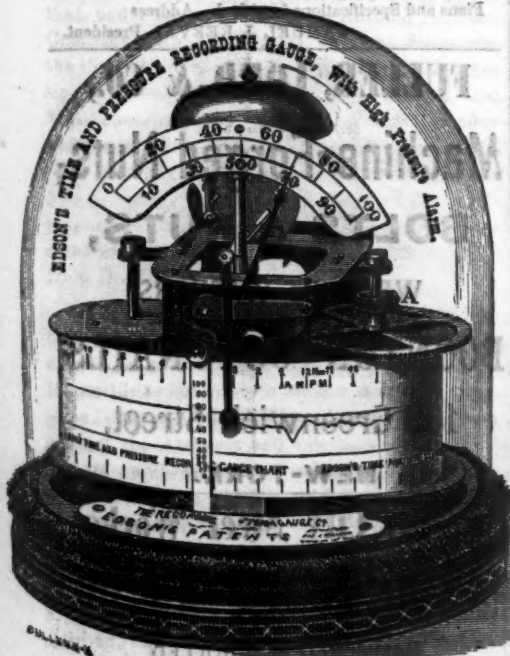
J. H. GAUTHIER, H. Dickinson,

D. C. GAUTHIER,

The Coal Trade.

For the week ending the 24 instant, the total anthracite production, as reported by the several carrying companies, amounted to 284,603 tons, against 247,808 tons in corresponding week last year, a decrease of 13,205 tons. The total amount of anthracite mined for the coal year is 1,206,798 tons, against 1,178,140 tons for same period last year, an increase of 33,358 tons. The quantity of bituminous coal sent to market for the week amounted to 19,896 tons, against 44,925 tons in corresponding week last year, a decrease of 24,029 tons. The total amount of bituminous mined for the year is 164,186 tons, against 181,282 tons for corresponding period last year, a decrease of 17,096 tons. The total tonnage of all kinds of coal for the week is 254,499 tons, against 292,738 tons in corresponding week last year, a decrease of 37,234 tons. The total tonnage of all kinds of coal for the coal year is 1,270,979 tons, against 1,351,722 to same date last year, an increase of 16,257 tons. The receipts at Perth Amboy for the week ending on the 24 instant were 17,776 tons, the shipments 6827 tons, leaving a stock on hand of 111,806 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week in January was 88,274 tons, of which 69,710 tons were coal, and 18,563 tons coke. The total carried for the year is 165,174 tons, of which 119,748 tons were coal and 35,431 tons coke. These figures embrace all the coal carried over the road, east and west. The Reading Railroad brought 17,000 tons to Port Richmond whilst 20,000 tons were shipped thence last week. The entire tonnage of the Reading Railroad for the week ending Saturday, February 9, was 85,000 tons.—*Phila. Ledger*, Feb. 11.

The Southern Pacific Railroad Company has commenced planting forests in San Joaquin Valley and Colorado deserts.

Steam Office Watchman!!

THIS GAUGE IS USED IN HOTELS, STEAMERS, MANUFACTORIES, BREWERIES, ETC.

The Inventors of this combined "Pressure Gauge" and "High-Pressure Alarm" have, after many years of persistent effort and at great expense, succeeded in perfecting a reliable and accurate instrument for measuring either air, steam or water, when subjected to pressure, and for denoting the same by an automatically written tracing upon Edison's Patent Logs or "Charts." No manufacturer or steam user can afford to be without them. Circulars sent on application to **M. B. EDSON, 91 Liberty St., N. Y.**

ESTABLISHED IN 1836.

GEO. G. LOBDELL, Pres't.
WM. W. LOBDELL, Sec'y.
P. N. BRENNAN, Treas.

Lobdell Car Wheel Co.,
Wilmington, Del.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh, Steel or Iron Rails, and of any required weight and pattern.

PERKINS, LIVINGSTON, POST & Co.,
23 Nassau Street,
NEW YORK.

EDWARD W. SERRELL,
CIVIL ENGINEER,
78 & 80 BROADWAY,
NEW YORK CITY.

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

PATENTS.

T. D. STETSON,
Solicitor of American and Foreign Patents.

23 Murray Street, New York,
(Near New Post Office.)

Send for circular.

R. Stuart Willis,

ATTORNEY & COUNSELOR AT LAW.

NOTARY PUBLIC.
241 Broadway, New York.

Special attention paid to Railroad, Mining and Manufacturing Interests.

Hynes' and Abbott's Patent
VENTILATORS.

TIN AND SHEET IRON WORK.

WEST'S SQUARE TUBE COPPER.

OTIS' PATENT AND OTHER

LIGHTNING RODS.

Pumps, Windmills, etc.

WEST & CANNON,

40 Cortlandt St., New York.

THE ALMOND CHUCK

Is the BEST, most Elegant and Durable, simple and cheapest Chuck in the market. Thoroughly well made.

All Steel. Price \$5.

T. R. ALMOND,
84 Pearl St., Brooklyn, N. Y.

SELF-OILING

CAR AXLE BOX.
No Waste of Oil. No hot journals. 82,000 miles run without re-oiling. Also

SHAFTING BOXES.

Call and examine boxes and certificates, or send for descriptive circular.

J. B. TOMLINSON,
80 & 82 White St., New York.
MARSHAL B. STAFFORD,
JAMES H. COVEL,
93 Liberty Street, New York.

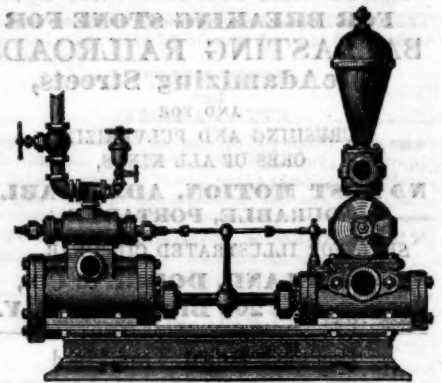
Trial Box furnished free on application.

LENG & OGDEN,
IRON & STEEL
MERCHANTS,

4 Fletcher and 312 Pearl Streets,
NEW YORK.

GENERAL AGENTS FOR

Lansdell & Leng's Lever and Cam Valves, for water, steam, gas, etc.
The Steam Water Station Company's Lansdell's Patent Steam Syphon Pumps.
Credenda Steel Gun Barrels, Moulds, etc.
Patent Weldless Cold Drawn Steel Tube Company.
Marsh Brothers & Co.'s Cast Steel, German Steel, Machinery Steel, Files, etc.

STEAM PUMPS.

IMPROVED NIAGARA STEAM PUMP.

Marine Steam Engines. Stationary Steam Engines
Marine and Stationary Boilers. Hydraulic Elevators
for Buildings. Pulleys, Shafting and Hangers a specialty.

NORMAN HUBBARD,

93 to 97 Pearl St., Brooklyn, N. Y.

The George Place Machinery Agency.
Machinery of Every Description.
121 Chambers and 103 Reade Streets, New York.

OFFICES TO LET,

WITH ALL THE MODERN IMPROVEMENTS,
SPLENDID LIGHT & VENTILATION, SUITABLE
FOR

Banks, Bankers, Brokers, Merchants, Lawyers,
Railway, Insurance, and other Companies,
IN BUILDINGS

38 39, 40, 42, 57, 64, 68, 69, 71, 73, 78 and 80
BROADWAY

Nos. 5, 7, 17, 19, 34, 36, 49 and 53 NEW ST.,
Nos. 17, 19, 21 and 38 BROAD ST.,

Nos. 55 and 57 EXCHANGE PLACE.
ALL NEAR WALL STREET.
And No. 4 WALL STREET.

APPLY AT THE OFFICE OF

EDWARD MATTHEWS,
No. 71 Broadway.

Proportional Parallel Rule,
T Square and Protractor Combined.

FOR ARCHITECTURAL AND MECHANICAL
draughtsmen, surveyors, engravers, students in industrial drawing and art studios. Engineers and draughtsmen approve of it, and consider it the best instrument for the purpose ever invented. Can be seen at the office of the inventor, patentee and manufacturers, **W. GARDAM & SON**, who construct and repair engineering and astronomical instruments, etc.
112 John Street, New York
Send for illustrated circular.